



Saskatchewan
Highways and
Transportation
James W. Garner
Minister

1984 Saskatchewan Traffic Accident Facts



Quick Facts

	1983	1984	% Change
Property damage only accidents	34,069	27,082	- 20.5
Personal injury accidents	5,603	5,377	- 4.0
Fatal accidents	183	187	+ 2.2
Total reported accidents	39,855	32,646	- 18.1
Estimated property damage \$	69,000,000	68,500,000	- 1.1
Number of deaths	235	221	- 6.0
Number of persons injured	8,262	7,904	- 4.3
Provincial highway accidents	5,561	4,877	- 12.3
Rural road accidents	4,753	4,025	- 15.3
Urban street accidents	28,921	23,208	- 19.8
Other locations	620	536	- 13.5
Provincial travel (000,000 veh. km)*	9,799	10,029	+ 2.3
Registered vehicles**	822,332	822,624	+ 0.1
Licensed vehicle operators**	633,893	642,358	+ 1.3
Saskatchewan population***	992,700	1,010,900	+ 1.8
Accidents per million vehicle km	4.1	3.3	- 19.5
Fatal Accidents per 100 million vehicle km	1.9	1.9	0.0
Accidents per 100 licensed operators	6.3	5.1	- 19.0
Accidents per 100 registered vehicles	4.8	4.0	- 16.7
Accidents per 100 people	4.0	3.2	- 20.0

In 1984:

There was 1 traffic accident every 16 minutes.

There were 22 persons injured every day and 1 person killed every 40 hours.

71% of all reported accidents occurred in Urban Areas.

Source of information:

* Travel on Saskatchewan Highways

** Saskatchewan Government Insurance Records

*** Saskatchewan Bureau of Statistics

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting access road.

Rural Accident: A motor vehicle accident which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern areas, timber haul roads etc.

Private Property Accident: An accident which occurred on privately owned land such as parking lots, farm yards, private roads or driveways.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was \$500 or more and did not result in personal injury or death.

Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accident: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.



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Ensuring the safety of the motoring public is a top priority of your Government. We are equally concerned about the safety of highway workers who work to maintain the high standard of your provincial roads and highways.

In June 1983 legislation was enacted which set a speed limit of 60 km/h while passing highway workers. This was the first time in the province's history where such legislation had come into effect.

Statistics from the Traffic Accident Information System were used to determine the extent of accidents in construction zones, and to develop the 60 km/h legislation (I ask you to refer to section 11 of this report). This year we highlighted worker safety and I am pleased to say, statistics indicate that since the legislation was enacted, a marked decrease in incidence of accidents in construction zones has been detected.

Promoting worker safety is only one of many initiatives our government is taking to increase Saskatchewan drivers' awareness, and it is encouraging to see some positive results for our efforts.

This year there was a marked decrease of 6% in the number of fatalities in Saskatchewan. This decrease was complimented by an 18% decrease in total number of traffic accidents in the province.

Safety is everyone's duty and responsibility. Our department employees and Saskatchewan drivers deserve my congratulations on a job well done.

This report is a useful research tool for all users. Increasing our awareness of how accidents happen is a step in the right direction towards the prevention of accidents.

James W. Garner
Minister of Highways
and Transportation

The Traffic Accident Information System (TAIS) began operation in 1979. The purpose of the system is to identify the inadequacies of the driver, vehicle and environment so that corrective actions can be taken to reduce the social and economic loss due to traffic accidents. These objectives are being met as evidenced by the continued reduction in many traffic accident categories.

TAIS now has on file details about the locations and contributing factors for 250,000 accidents. This extensive file of accident data is a very useful tool to develop and evaluate accident countermeasure programs. The data is also a resource to researchers and educators.

Feedback from TAIS users is one way to determine how the system is serving the traffic safety community.

"TAIS is an invaluable teacher resource for Driver Education and DWI instructors in the conduct of their respective traffic safety educational programs throughout the Province of Saskatchewan."

Gordon McGregor
Education Consultant
Dept. of Education

"One of the outstanding benefits of the Traffic Accident Information System is the availability of detailed traffic accident data to jurisdictions that had very limited access to traffic accident information in the past. With TAIS, rural municipalities in co-operation with the Department of Rural Development, are now able to better plan and implement traffic safety programs and improvements."

Walter Antonio, P.Eng.
Director of Planning & Research
Dept. of Rural Development

"We find TAIS information to be very useful in our courses (ie Defensive Driving, Professional Driver Improvement and Motorcycle Courses). Provincial statistics usually mean more than national statistics to the students in our courses. As well, we get a number of requests throughout the year from the media and public regarding provincial statistics, and TAIS allows us to answer these enquiries."

Bill Missal
Safety Promotional Representative
Saskatchewan Safety Council

"Highway Traffic Board uses the TAIS reports to assist in monitoring the school bus inspection program, safety record of school buses, incidence of mechanical defects, effectiveness of safety restraints and trends in fatal accidents. The driving records of drivers that police have requested be reviewed are closely checked using TAIS data. As well TAIS provides information for drivers with medical conditions that could adversely affect their driving."

Debra Anderson
Research Engineer
Highway Traffic Board

"We wish to take this opportunity to thank you and your staff for their co-operation and assistance in providing the necessary statistical background information to make reports such as this possible. We thank you again for your assistance through the Traffic Accident Information System."

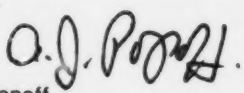
J. H. Schneider
Acting Supervisor
Public Works & Engineering

"... other factors were relatively briefly treated in the available literature with most of the information being obtained from the Province of Saskatchewan (TAIS)."

— excerpt from a 1985 research report by the
Newfoundland Dept. of Transportation.

TAIS information is widely distributed. In addition to 4,500 copies of the annual report, 10,000 summary pamphlets are used province wide. The system also provided approximately 5,000 custom computer reports to police and municipalities on a monthly, quarterly and annual basis.

Suggestions and comments are important so that changes can be made to upgrade TAIS to meet the province's needs.


A. J. Popoff
Director
Traffic Safety Engineering

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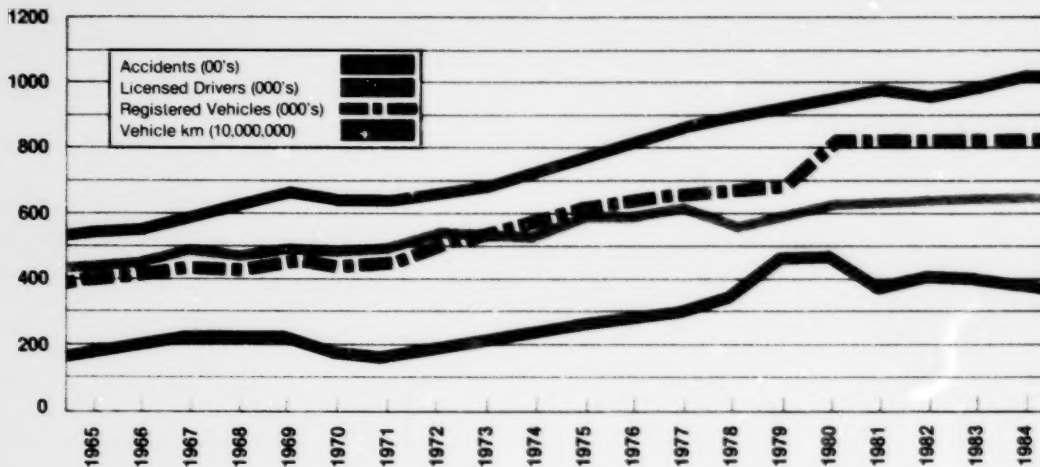
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Section 1

Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents (1965-1984)

Figure 1.1



Number of Accidents

Registered Vehicles
Licensed Drivers
Million Vehicle Kilometres of Travel

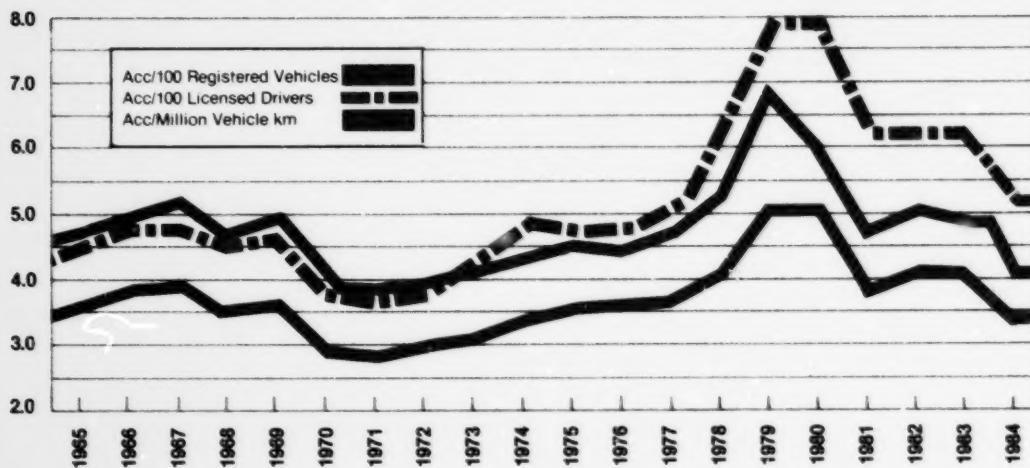
1982
811,194
621,837
9,641
40,366

	1983	1984	% Change
Registered Vehicles	822,332	822,624	+ 0.1
Licensed Drivers	633,893	642,358	+ 1.3
Million Vehicle Kilometres of Travel	9,799	10,029	+ 2.3
Total Accidents	39,855	32,646	- 18.1

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Provincial Accident Rates By Vehicle Registrations, Licensed Drivers & Travel (1965-1984)

Figure 1.2



Accidents per 100 Registered Vehicles
Accidents per 100 Licensed Drivers
Accidents per 1,000,000 Vehicle Kilometres

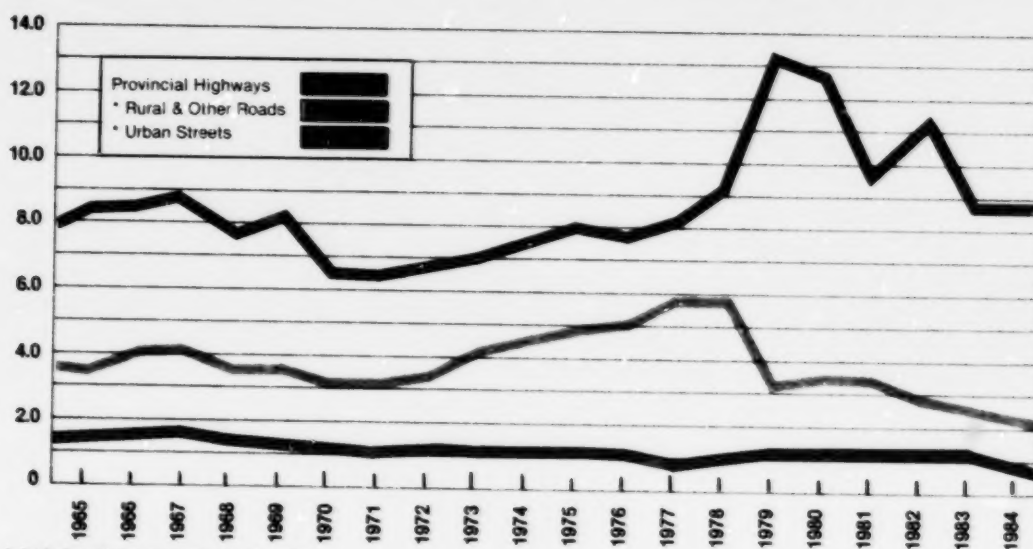
1982
5.0
6.5
4.2

	1983	1984	% Change
Accidents per 100 Registered Vehicles	4.8	4.0	- 16.7
Accidents per 100 Licensed Drivers	6.3	5.1	- 19.0
Accidents per 1,000,000 Vehicle Kilometres	4.1	3.3	- 19.5

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends In Accident Rate (ACC/Mv Km) By Road System (1965-1984)

Figure 1.3



* Includes private property prior to 1981

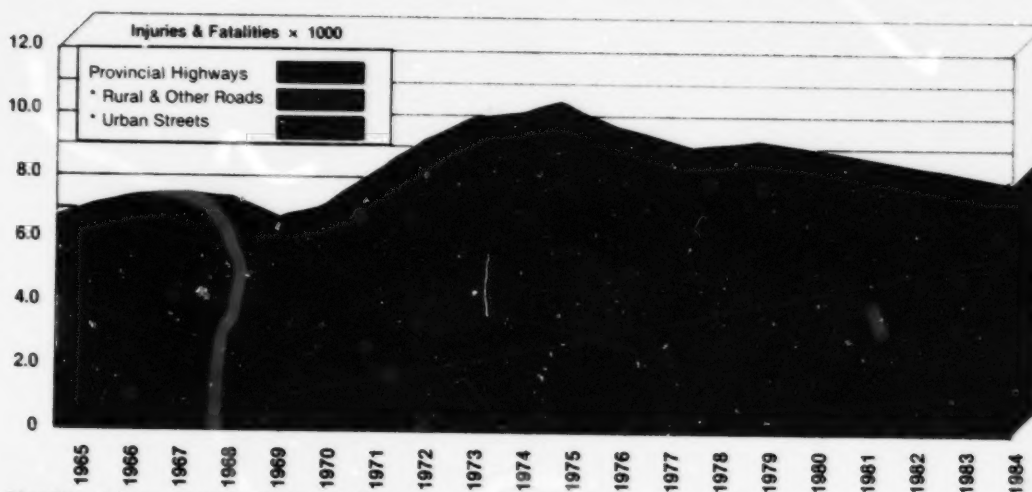
Accident Rate (Acc/Mv Km)

Road System	1982	1983	1984	% Change
Provincial Highways	1.13	1.02	0.88	-13.7
Rural Roads	2.89	2.66	2.16	-18.8
Urban Streets	11.19	8.9	8.86	-0.4
All Road Systems	4.19	4.07	3.26	-19.9

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends In Personal Injuries & Fatalities By Road System (1965-1984)

Figure 1.4



Number of Personal Injuries & Fatalities

* Includes Private Property prior to 1981

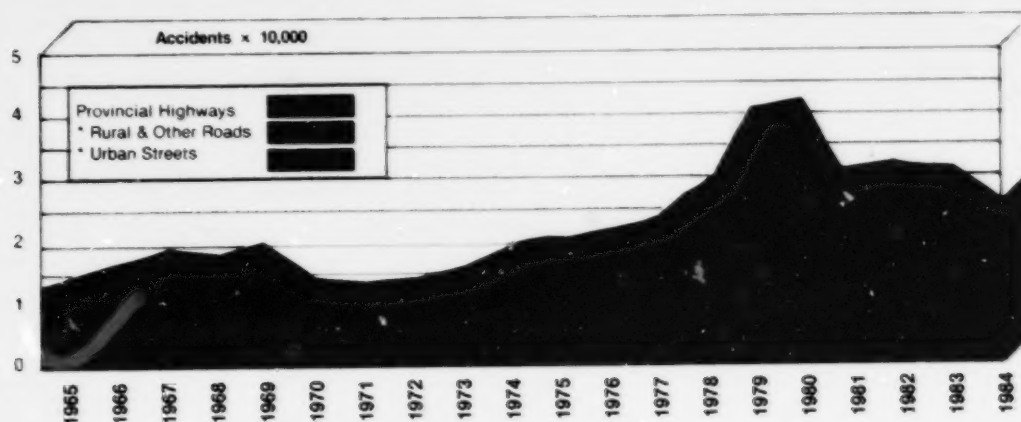
Road System	1982	1983	1984	% Change
Provincial Highways	2,273	2,093	1,927	-7.9
Rural Roads	1,659	1,530	1,452	-3.1
Urban Streets	4,562	4,636	4,497	-3.0
Other Roads	262	238	219	-8.0
Total	8,756	8,497	8,125	-4.4

Beginning in 1981, private property accidents are not being entered in TAIS.

Section 1

Trends in Property Damage Accidents (1965-1984)

Figure 1.5



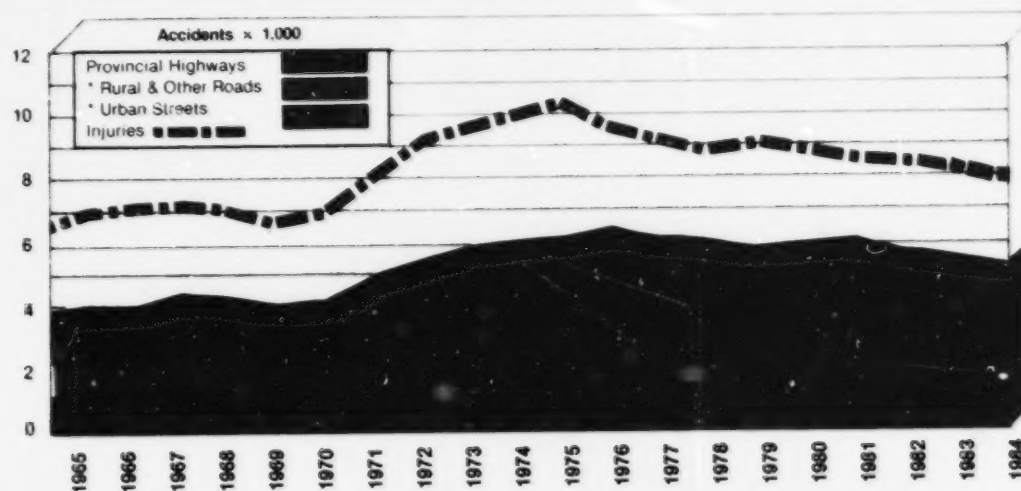
Number of Property Damage Accidents

Road System	1982	1983	1984	% Change
Provincial Highways	4,728	4,358	3,746	-14.0
Rural Roads	4,131	3,786	3,086	-18.5
Urban Streets	25,140	25,450	19,841	-22.0
Other Roads	571	476	409	-14.1
Total	34,570	34,069	27,082	-20.5

Beginning of 1981, private property accidents are not being entered in TAIS.

Trends in Personal Injury Accidents And Injuries (1965-1984)

Figure 1.6



Number of Personal Injuries * Includes Private Property prior to 1981

Road System	1982	1983	1984	% Change
Provincial Highways	2,155	1,967	1,822	-7.4
Rural Roads	1,598	1,477	1,421	-3.8
Urban Streets	4,510	4,597	4,453	-3.1
Other Roads	253	221	208	-5.9
Total	8,516	8,262	7,904	-4.3

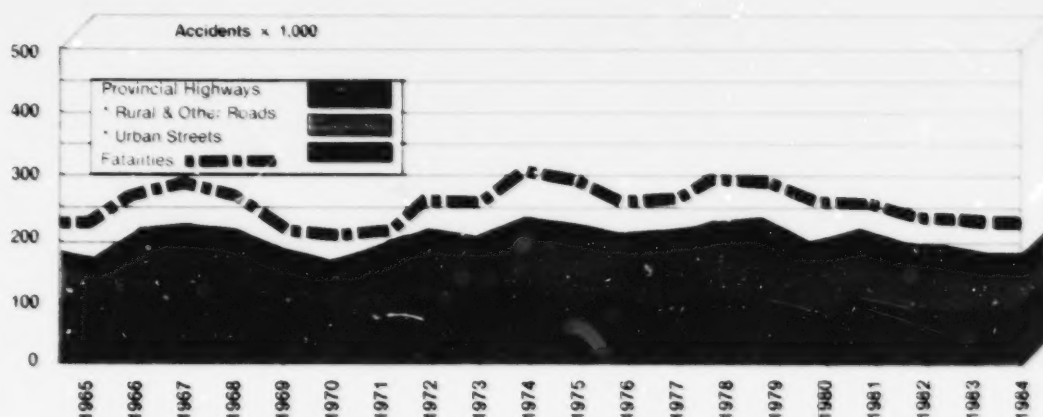
Number of Personal Injury Accidents

Road System	1982	1983	1984	% Change
Provincial Highways	1,190	1,113	1,045	-6.1
Rural Roads	975	924	886	-4.1
Urban Streets	3,302	3,436	3,329	-3.1
Other Roads	139	130	117	-10.0
Total	5,606	5,603	5,377	-4.0

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends In Fatal Accidents & Fatalities (1965-1984)

Figure 1.7



Number of Fatalities * Includes Private Property prior to 1981

Road System	1982	1983	1984	% Change
Provincial Highways	118	126	105	-16.7
Rural Roads	61	53	61	+15.1
Urban Streets	52	39	44	+12.8
Other Roads	9	17	11	-35.3
Total	240	235	221	-6.0

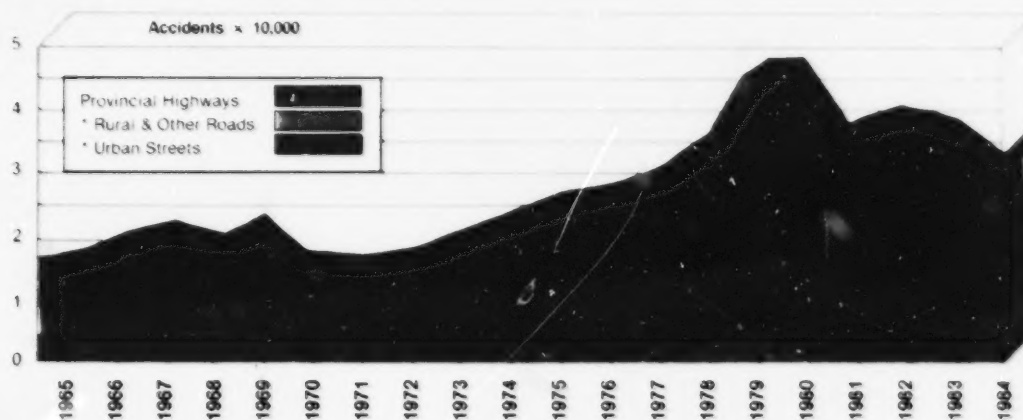
Number of Fatal Accidents

Road System	1982	1983	1984	% Change
Provincial Highways	90	90	86	-4.4
Rural Roads	48	44	53	+20.5
Urban Streets	45	35	46	+31.6
Other Roads	7	14	10	-28.6
Total	190	183	187	+2.2

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends In All Reported Accidents (1965-1984)

Figure 1.8



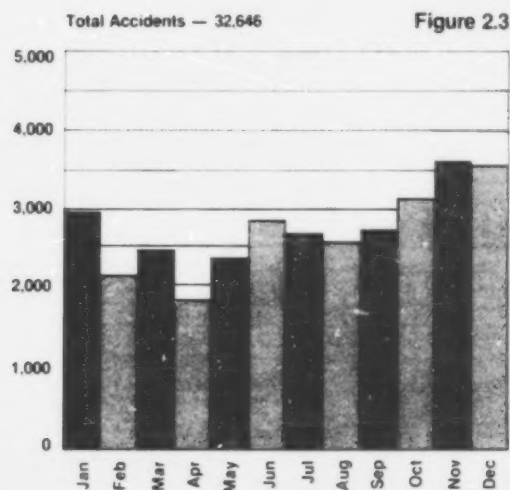
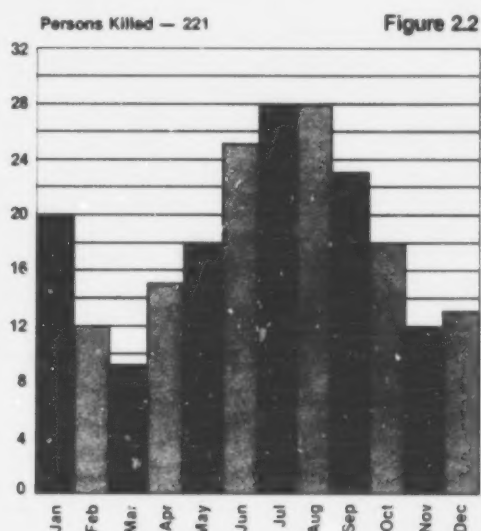
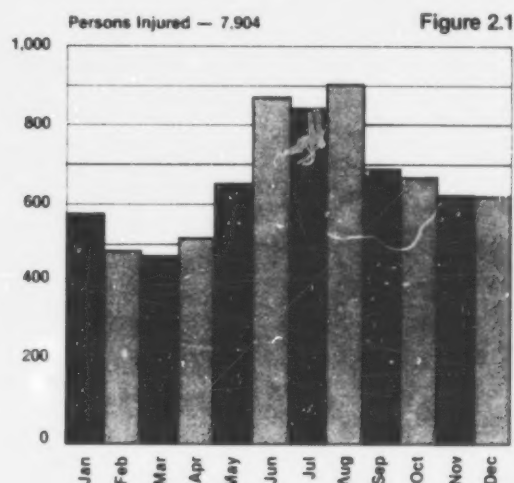
Number of Reported Accidents * Includes Private Property prior to 1981

Road System	1982	1983	1984	% Change
Provincial Highways	6,008	5,561	4,877	-12.3
Rural Roads	5,154	4,753	4,025	-15.3
Urban Streets	28,487	28,921	23,208	-19.8
Other Roads	717	620	536	-13.5
Total	40,366	39,855	32,646	-18.1

Beginning of 1981, private property accidents are not being entered in TAIS.

Section 2

1984 Accidents & Victims By Month Of Occurrence



Accidents During the 1984 Holiday Weekends

Holiday Weekend	Number of Accidents			Number of Victims	
	Property Damage	Personal Injury	Fatal	Total Injuries	Killed
Easter April 19-22 (Thurs - Sun)	194	43	0	237	0
Victoria Day May 18-21 (Fri - Mon)	236	59	4	299	6
Canada Day June 29 - July 2 (Fri - Mon)	328	84	4	416	5
Heritage Day Aug 2-5 (Thurs - Sun)	246	78	5	329	5
Labour Day Aug 31 - Sept 3 (Fri - Mon)	273	73	3	349	4
Thanksgiving Oct 4-7 (Thurs - Sun)	328	83	4	415	5
Remembrance Day Nov 9-12 (Fri - Mon)	338	54	3	395	3
Other Periods					
Safe Driving Week Dec 3-9 (Mon - Sun)	638	105	2	743	2
Christmas Holiday Dec 21-31 (Fri - Mon)	1,123	135	2	1,260	6

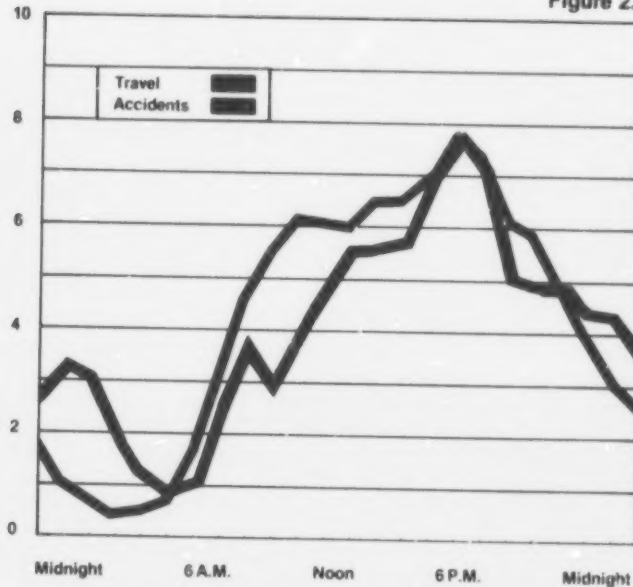
1984 Accidents By Severity And Month

Figure 2.4

Month	Property Damage	Personal Injury	Fatal	Total	%
January	2,547	392	14	2,953	9.1
February	1,783	339	10	2,132	6.5
March	2,049	336	9	2,394	7.3
April	1,509	354	11	1,874	5.7
May	1,764	468	15	2,247	6.9
June	2,193	592	21	2,806	8.6
July	2,047	548	27	2,622	8.0
August	1,930	523	26	2,539	7.8
September	2,201	455	18	2,674	8.2
October	2,720	461	16	3,197	9.8
November	3,197	420	12	3,629	11.1
December	3,142	429	8	3,579	11.0
Total	27,082	5,377	187	32,646	100.0%

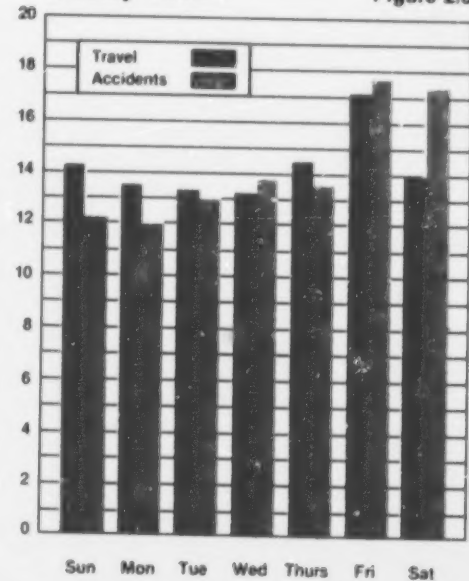
1984 Accidents and Provincial Travel By Time Of Day/Percent Of 24 Hour Total

Figure 2.5



1984 Accidents And Provincial Travel By Day Of Week/Percent Of Weekly Total

Figure 2.6



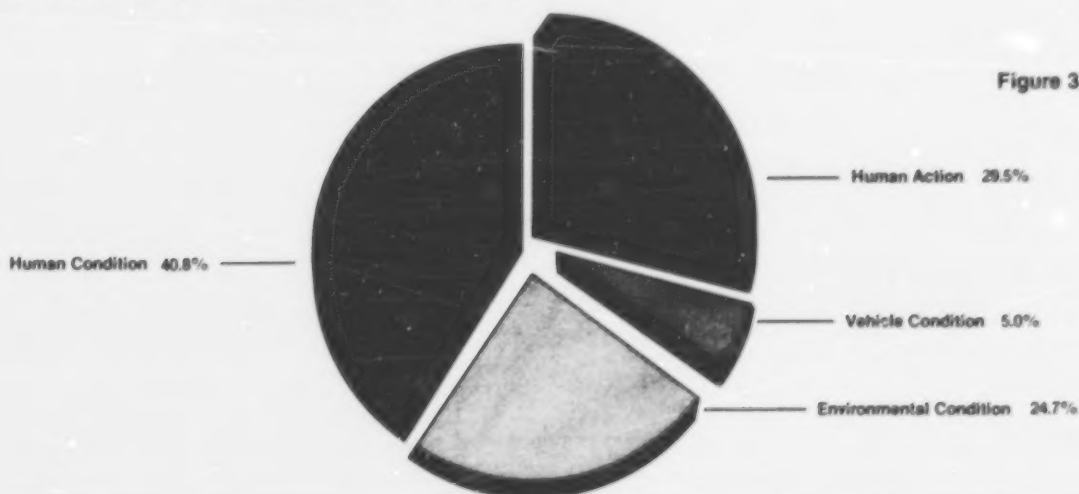
1984 Motor Vehicle Accidents By Time of Day & Day of Week

Figure 2.7

Accident Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Not Stated	Total	%
12 to 1 a.m.	181	68	91	89	81	108	223	2	843	2.6
1 to 2 a.m.	280	54	72	71	95	118	366	1	1,057	3.2
2 to 3 a.m.	248	43	56	73	55	119	343	1	938	2.9
3 to 4 a.m.	213	20	37	40	51	53	180	1	596	1.8
4 to 5 a.m.	141	17	21	27	32	43	130	1	412	1.2
5 to 6 a.m.	84	20	25	24	19	23	77	0	272	0.8
6 to 7 a.m.	63	48	30	42	40	48	76	0	347	1.0
7 to 8 a.m.	57	147	114	149	118	127	69	2	783	2.4
8 to 9 a.m.	39	194	230	224	211	205	102	2	1,207	3.7
9 to 10 a.m.	65	140	168	163	166	133	156	1	992	3.0
10 to 11 a.m.	105	167	174	202	223	227	210	0	1,308	4.0
11 to 12 noon	139	203	252	253	231	244	228	2	1,552	4.8
12 to 1 p.m.	167	250	250	303	261	317	241	2	1,791	5.5
1 to 2 p.m.	171	254	242	294	267	320	283	2	1,833	5.6
2 to 3 p.m.	193	244	239	308	253	331	301	5	1,874	5.7
3 to 4 p.m.	211	286	312	307	334	482	329	2	2,263	6.9
4 to 5 p.m.	217	352	349	382	404	512	334	2	2,552	7.8
5 to 6 p.m.	216	328	355	340	333	445	302	0	2,319	7.1
6 to 7 p.m.	191	206	216	208	250	301	259	2	1,633	5.0
7 to 8 p.m.	187	198	222	219	241	307	217	0	1,591	4.9
8 to 9 p.m.	220	177	182	209	204	325	273	1	1,591	4.9
9 to 10 p.m.	202	150	175	181	203	279	242	0	1,432	4.4
10 to 11 p.m.	184	145	168	174	183	286	263	0	1,403	4.3
11 to 12 midnight	119	123	128	145	133	298	272	1	1,219	3.7
Not Stated	104	63	89	71	71	140	164	137	839	2.8
Total	3,907	3,097	4,197	4,406	4,459	5,791	5,640	167	32,846	
Percent	12.2	11.9	12.9	13.8	13.7	17.7	17.3	0.5		100.0

Section 3

Major Contributing Factors in 1984 Accidents



1984 Accidents By Severity Where Human Condition Was A Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	10,477	2,191	47	12,715	25.2
Driver Distraction	809	223	4	1,036	2.0
Had Been Drinking	1,561	702	43	2,306	4.5
Driving While Impaired	630	341	38	1,009	2.0
Extreme Fatigue	100	65	7	172	0.3
Fell Asleep	186	151	14	351	0.7
Driver Inexperience/Confusion	2,147	635	18	2,800	5.5
Lost Consciousness	29	16	0	45	0.1
Physical Disability	47	26	2	75	0.2
Prescription Medication	25	9	1	35	0.1
Drugs (illegal)	16	9	2	27	0.1
Illness	29	10	1	40	0.1
Total	16,056	4,378	177	20,611	40.8

1984 Accidents By Severity Where Human Action Was A Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	3,521	834	21	4,376	8.7
Traffic Control Device Disregarded	1,153	354	9	1,516	3.0
Following too Closely	958	280	1	1,239	2.5
Driving too Fast For Conditions	3,110	727	18	3,855	7.6
Exceeding Speed Limit	348	199	17	564	1.1
Turning Improperly	939	134	1	1,074	2.1
Passing or Improper Lane Usage	981	184	13	1,178	2.3
Backing Unsafely	871	34	0	905	1.8
Pedestrian Error/Confusion	30	162	17	209	0.4
Total	11,911	2,908	97	14,916	29.5

1984 Accidents By Severity Where Vehicle Condition Was A Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Brakes	311	77	0	388	0.8
Lights	113	43	2		0.3
Vision Obstruction/Obscured	666	136	3		1.6
Steering	96	40	0	136	0.3
Suspension/Wheel Failure	100	30	1	131	0.2
Tires	190	68	6	264	0.5
Tow Hitch/Connection	108	2	1	111	0.2
Engine/Power Train	300	17	0	317	0.6
Hood/Door Opening	31	9	1	41	0.1
Vehicle Color/Dirty	7	2	0	9	0.0
Jack-knife/Trailer Swing	117	24	1	142	0.3
Modifications	28	4	1	33	0.1
Total	2,067	452	16	2,535	5.0

1984 Accidents By Severity Where Environmental Condition Was A Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Deer)	2,339	62	0	2,401	4.7
Animal Action (Other Wild)	97	26	0		0.2
Animal Action (Domestic)	318	36	0		0.7
Surface Slippery	5,010	864	17	5,891	11.6
Loose Gravel	501	302	14	817	1.6
Snow Drift	278	63	1	342	0.7
Obstruction/Debris	205	25	1	231	0.5
View Obstructed/Limited	846	221	15	1,082	2.1
Glare	268	84	3	355	0.7
Construction Zone	64	18	2	84	0.2
Defective Driving Surface	306	79	2	387	0.8
Shoulders Defective	102	31	0	133	0.3
Lane Markings Inadequate	24	5	0	29	0.1
Traffic Control Device Not Working	24	6	0	30	0.1
Crosswind	142	54	0	196	0.4
Total	10,524	1,876	55	12,455	24.7

Traffic accidents seldom have a single clear cause. Most often a chain of contributing factors sequentially interact resulting in an incident. If a person is killed, injured or property is damaged, the incident is called a traffic accident.

TAIS recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: because of inattention, a driver may fail to see a stop sign behind some trees and suddenly has to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported. 50,517 factors contributed to 32,646 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

Section 4

1984 Accidents By Road Surface Type & Severity

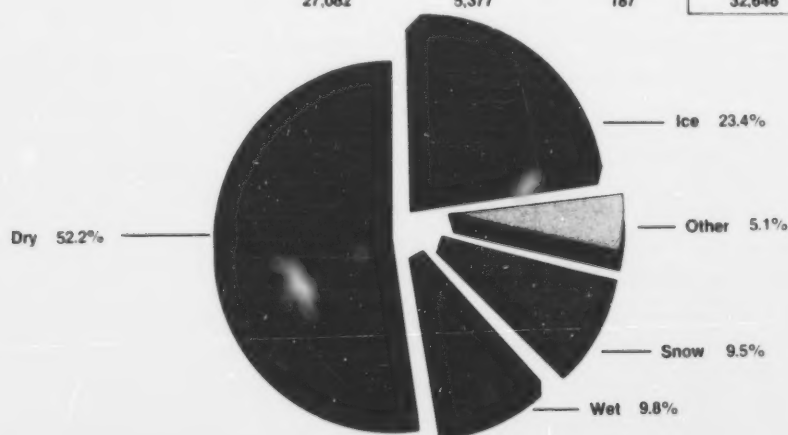
Figure 4.1

Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt/Oil	21,585	4,125	108	25,818	79.1
Gravel	4,018	999	68	5,085	15.6
Dirt/Earth	694	147	9	850	2.6
Concrete	505	79	2	586	1.8
Not Stated	280	27	0	307	0.9
Total	27,082	5,377	187	32,646	100.0

1984 Accidents By Road Surface Condition & Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	13,606	3,288	134	17,028	52.2
Snow	2,801	300	4	3,105	9.5
Ice	6,663	967	18	7,648	23.4
Wet	2,675	521	15	3,211	9.8
Muddy	212	44	0	256	0.8
Loose Gravel/Sand	441	180	13	634	1.9
Slush	282	47	3	332	1.0
Fresh Oil	10	0	0	10	0.1
Not Stated	392	30	0	422	1.3
Total	27,082	5,377	187	32,646	100.0



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

One must be careful not to arrive at the wrong conclusions when interpreting traffic accident data. It would be incorrect to suggest that dry roads are two times more dangerous than icy roads. More information about exposure to road conditions would be required. While 33% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

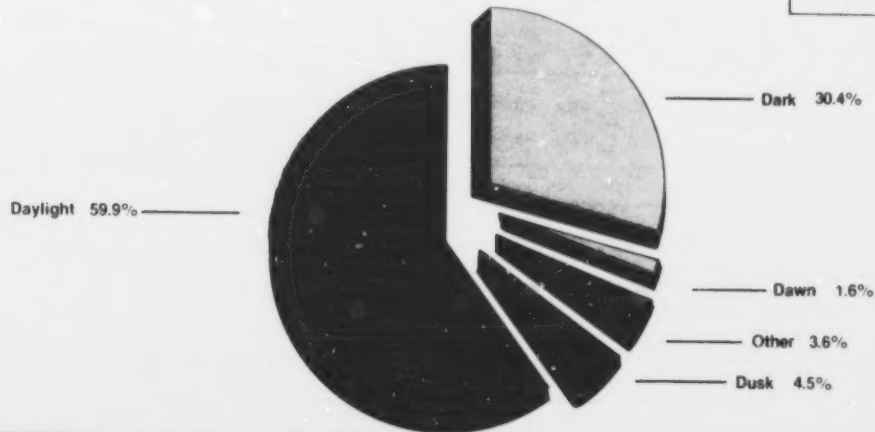
TAIS is capable of carrying out additional analysis that could correlate other factors with environmental conditions. A study which used TAIS data to determine heavy truck involvement in traffic accidents found that 41 - 50% of the truck accidents occurred during inclement road and weather conditions.

Section 4

1984 Accidents By Light Conditions & Severity

Figure 4.3

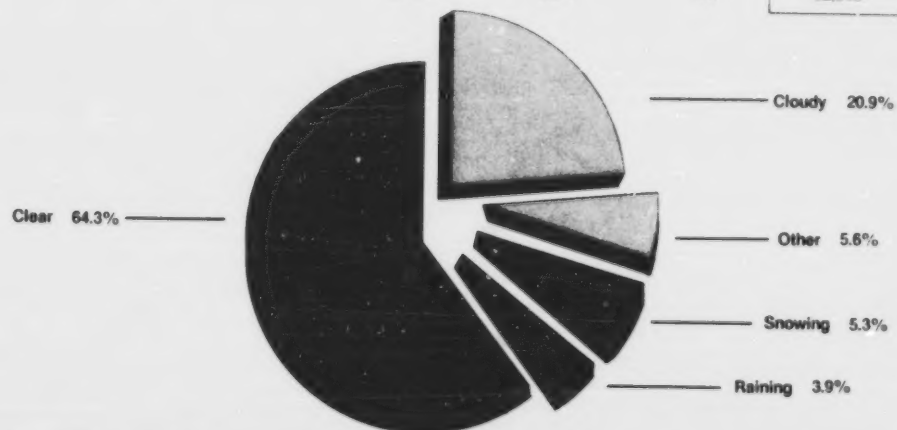
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	16,086	3,372	86	19,544	59.9
Dark	8,283	1,548	87	9,918	30.4
Dusk	1,236	233	9	1,478	4.5
Dawn	430	89	2	521	1.6
Artificial Light	617	125	3	745	2.3
Not Stated	430	10	0	440	1.3
Total	27,082	5,377	187	32,646	100.0



1984 Accidents By Weather Conditions & Severity

Figure 4.4

Weather Conditions	Property Damage	Personal Injury	Fatal	Total	%
Clear	17,273	3,568	130	20,971	64.3
Cloudy	5,663	1,103	35	6,801	20.9
Raining	1,057	221	6	1,284	3.9
Snowing	1,542	196	3	1,741	5.3
Sleet/Freezing Rain/Hail	168	32	1	201	0.6
Fog/Smoke/Smog	292	69	3	364	1.1
Drifting Snow/Dust	309	83	6	398	1.2
Strong Wind	174	52	3	229	0.7
Not Stated	604	53	0	657	2.0
Total	27,082	5,377	187	32,646	100.0



Section 4

1984 Accidents by Accident Configuration & Road System

Figure 4.5

Accident Configuration	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Single Vehicle	3,063	2,942	2,679	271	8,955	27.4
On The Road 	1,775	1,050	2,266	99	5,190	15.9
Left Ditch 	592	835	178	80	1,685	5.1
Right Ditch 	686	1,057	235	92	2,080	6.4
Multiple Vehicle	1,814	1,083	20,529	265	23,691	72.6
Rear End 	378	119	4,869	31	5,397	16.5
Right Angle 	238	129	5,790	34	6,191	19.0
Sideswipe — Same Direction 	66	13	1,142	5	1,226	3.7
Sideswipe — Opposing Direction 	116	82	360	20	578	1.8
Head On 	66	55	351	20	492	1.5
Left Turn — Head On 	37	13	1,766	1	1,817	5.6
Passing — Left Turn 	141	23	861	4	1,029	3.2
Passing — Right Turn 	44	6	808	2	860	2.6
Other	728	639	4,569	148	6,084	18.6
Not Stated	0	4	13	0	17	0.1
Total	4,877	4,025	23,208	536	32,646	100.0

1984 Accidents by Pedestrian Action, Road System and Severity

Figure 4.6

Pedestrian Action	Provincial Highways			Rural Roads			Urban Streets			Other			Total	%
	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.		
Crossing Marked Crosswalk	0	0	0	0	0	0	0	46	1	0	0	0	47	10.6
Crossing Mid Block or Roadway	0	0	1	0	0	0	0	52	3	0	0	0	56	12.6
Crossing Against Signal	0	0	0	0	0	0	0	16	0	0	0	0	16	3.6
Crossing No Signal or Crosswalk	0	1	0	0	0	0	0	33	5	0	0	0	39	8.8
Crossing With Signal	0	0	0	0	0	0	0	33	0	0	0	0	33	7.5
Emerging Front/Behind Parked Vehicle	0	1	0	0	0	0	0	33	1	0	0	0	35	7.9
Hitch Hiking	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Roadway	0	0	0	0	1	2	0	1	1	0	1	0	5	1.4
Not Stated	0	1	4	0	1	0	2	42	1	0	3	0	54	12.2
On/Off School Bus	0	0	0	0	0	0	0	1	0	0	0	0	1	0.2
On/Off Veh. Other Than School Bus	0	0	0	0	0	0	0	2	0	0	0	0	2	0.5
On Sidewalk/Shoulder/Boulevard	0	0	0	0	0	0	0	9	0	0	0	1	10	2.2
Playing on Roadway	0	0	0	0	0	0	0	3	0	0	1	0	5	0.9
Running into Roadway	0	3	2	0	1	1	1	84	3	0	0	1	96	21.7
Walking Against Traffic	0	0	0	0	1	0	0	6	1	0	0	0	8	1.8
Walking on Roadway	0	1	2	0	0	0	0	12	1	0	2	0	16	4.1
Walking With Traffic	0	1	1	0	0	0	0	6	1	0	0	0	9	2.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Working On/Pushing Vehicle	0	5	0	0	0	0	0	3	0	0	1	0	9	2.0
Total	0	13	10	0	4	3	3	382	18	0	8	2	443	
Percent	0.0	2.9	2.3	0.0	0.9	0.7	0.7	86.2	4.1	0.0	1.8	0.4	100.0	

Vehicle collisions with pedestrians is an accident category that often receives concern and more indepth study at local levels. 90% of the pedestrian accidents occur in urban areas, usually involving the young and elderly. Knowing where and how the accidents occur is equally important.

A variety of measures can be used to reduce pedestrian accidents. They include the use of traffic control devices or regulations, improving pedestrian visibility at night and the separation of pedestrian and vehicles, school safety patrols and pedestrian safety education.

The City of Saskatoon has implemented an intensive pedestrian safety education program called 'Crossafe'.

TAIS can make available detailed analyses of pedestrian accidents for the design and monitoring of programs to improve pedestrian safety.

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Driver Inattention	142	694	754	782	748	767	2,539	2,603	1,320	946	928	969	800	13,992	63.3
Driver Distraction	14	66	61	58	67	66	193	206	101	79	75	62	21	1,069	4.8
Had Been Drinking	18	99	160	175	228	217	583	444	175	108	57	34	78	2,376	10.8
Driving While Impaired	6	20	33	58	64	60	232	240	130	59	58	24	35	1,019	4.6
Extreme Fatigue	0	6	10	7	9	18	54	39	11	11	3	4	3	175	0.8
Fell Asleep	0	19	18	37	45	37	83	70	17	8	8	9	0	351	1.6
Driver Inexperience/Confusion	152	547	347	227	200	141	347	333	161	105	117	180	46	2,903	13.1
Lost Consciousness	1	0	0	1	4	0	11	5	4	4	7	6	2	45	0.2
Physical Disability	2	1	1	2	3	1	4	4	2	3	11	39	2	75	0.3
Prescription Medication	0	0	2	0	0	0	6	8	3	4	8	4	0	35	0.2
Drugs (Illegal)	0	0	1	3	0	1	10	8	1	0	1	0	2	27	0.1
Illness	0	0	1	4	1	1	5	4	1	4	8	10	1	40	0.2
Total	335	1,452	1,388	1,354	1,369	1,309	4,067	3,964	1,926	1,331	1,281	1,341	990	22,107	
Percent	1.5	6.6	6.3	6.1	6.2	5.9	18.4	17.9	8.7	6.0	5.8	6.1	4.5		100.0

Number of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Human Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Fail to Yield	39	171	190	196	191	211	721	808	421	410	417	482	162	4,419	29.0
Traf. Control Device Disregard	11	65	64	82	81	75	256	293	151	114	118	156	68	1,534	10.1
Following too Close	3	77	82	79	92	102	298	209	116	64	60	46	47	1,275	8.4
Driving too Fast For Conditions	43	322	290	320	316	267	846	705	298	160	118	61	227	3,973	26.1
Exceeding Speed Limit	7	51	58	59	50	55	130	96	24	13	7	2	21	573	3.8
Turning Improperly	14	52	57	55	41	42	148	206	106	107	86	98	73	1,085	7.1
Passing or Improper Lane	12	58	78	63	54	53	222	217	104	102	88	94	69	1,214	8.0
Backing Unsafely	7	43	42	38	37	36	144	175	98	81	51	90	71	913	6.0
Pedestrian Error/Confusion	56	10	7	10	10	10	24	27	23	10	13	13	21	234	1.5
Total	192	849	868	902	872	851	2,789	2,736	1,341	1,061	958	1,042	759	15,220	
Percent	1.3	5.6	5.7	5.9	5.7	5.6	18.3	18.0	8.8	7.0	6.3	6.8	5.0		100.0

Number of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Pre-Collision Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Backing	11	84	69	59	66	70	253	318	170	137	117	142	209	1,705	3.3
Changing Lanes	2	30	35	44	48	46	147	174	89	60	83	65	77	900	1.8
Entering Parked Position	1	10	10	3	8	7	21	32	22	14	10	12	6	156	0.3
Going Straight Ahead	214	1,340	1,433	1,595	1,687	1,719	6,100	6,944	3,598	2,415	1,862	1,421	1,279	31,607	61.9
Merging	1	1	2	4	6	6	21	18	12	4	11	6	2	94	0.2
Overtaking	1	21	27	26	26	28	91	93	48	41	24	24	30	480	0.9
Slowing or Stopping	3	99	97	93	98	97	378	449	247	162	119	86	114	2,042	4.0
Starting From Parked Position	6	10	24	7	19	23	71	93	39	37	50	69	39	487	1.0
Starting in Traffic	2	14	21	12	14	19	71	92	47	44	38	43	7	424	0.8
Stopped in Traffic	7	84	101	110	95	111	555	839	543	324	243	105	157	3,274	6.4
Turning Left	40	223	223	250	249	226	859	1,047	544	478	441	415	211	5,206	10.2
Turning Right	20	127	130	123	125	117	462	574	275	183	160	128	165	2,589	5.1
U-Turn	3	25	30	21	16	13	46	44	23	14	21	18	21	295	0.6
Unknown	12	18	36	23	29	25	87	122	56	55	19	27	1,298	1,807	3.5
Total	323	2,086	2,238	2,370	2,486	2,507	9,162	10,839	5,713	3,968	3,198	2,561	3,615	51,066	
Percent	0.6	4.1	4.4	4.6	4.9	4.9	17.9	21.2	11.2	7.8	6.3	5.0	7.1		100.0

Section 6

Number of Charges Laid Or Contemplated By Road System

Figure 6.1

Charge	Provincial Highway	Rural Roads	Urban Streets	Other	Total	%
Unregistered Vehicle	26	40	187	22	275	2.3
Disobey Stop Sign	81	8	779	0	868	7.2
Fail to Signal	12	3	17	0	32	0.3
Speed too Fast for Road Conditions	108	278	553	15	954	7.9
Driving Without Due Care & Attention	405	273	1,064	34	1,776	14.7
Following too Close	42	15	489	1	547	4.5
Failure to Drive Right of Centre	19	17	41	2	79	0.6
Improper Lane Change	23	1	243	1	268	2.2
Improper Turn	9	5	297	1	312	2.6
Failure to Yield Right-of-Way	97	74	1,637	10	1,818	15.0
Failure to Yield to Pedestrian	0	0	32	0	32	0.3
Disobey Traffic Signal	3	1	383	0	387	3.2
Inadequate Brakes	3	1	30	1	35	0.3
Unsafe Backing	3	15	372	2	392	3.2
No Drivers Licence	73	73	514	44	704	5.8
Not Using Seat Belt	11	45	22	2	80	0.7
Dangerous Driving	23	7	76	5	111	0.9
Driving While Disqualified	21	24	107	17	169	1.4
Criminal Negligence	10	0	31	3	44	0.4
Failure to Remain at Scene	30	33	690	17	770	6.4
Impaired Driving	152	82	737	28	999	8.3
Refuse Breath Test	10	2	76	0	88	0.7
24 Hour Suspension	9	4	64	0	77	0.6
Other	214	200	808	43	1,265	10.5
Total	1,384	1,201	9,249	246	12,082	
Percent	11.5	9.9	76.6	2.0		100.0

Number of Charges Laid Or Contemplated By Driver Age

Figure 6.2

Charge	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Unregistered Vehicle	4	11	21	18	20	27	71	60	13	11	7	4	8	275	2.3
Disobeying Stop Sign	2	45	46	41	47	42	124	154	81	62	80	141	3	868	7.2
Fail to Signal	0	1	2	1	3	6	1	6	6	2	4	0	0	32	0.3
Speed too Fast	4	112	104	98	86	82	205	155	40	27	28	6	7	954	7.9
Driv. W/o Due Care & Attn.	3	171	175	173	164	140	376	257	102	61	50	63	41	1,776	14.7
Following Too Close	1	44	56	41	47	54	106	77	43	24	24	26	4	547	4.5
Fail to Drive Rt. of Centre	0	5	7	5	3	4	10	15	8	8	4	9	1	79	0.6
Improper Lane Change	0	11	8	16	10	7	47	54	22	25	37	31	0	268	2.2
Improper Turn	2	14	19	16	14	15	43	53	33	32	36	33	2	312	2.6
Failure to Yield	8	86	94	88	78	106	305	308	179	175	188	196	7	1,818	15.0
Fail to Yield to Pedestrian	0	3	4	1	2	1	10	3	2	1	2	3	0	32	0.3
Disobey Traffic Signal	0	18	18	26	28	22	56	75	38	39	35	28	4	387	3.2
Inadequate Brakes	0	3	4	3	4	2	9	4	2	1	1	1	1	35	0.3
Unsafe Backing	1	30	21	20	23	17	66	68	34	35	24	47	6	392	3.2
No Driver's Licence	26	42	49	55	47	56	200	131	46	25	12	12	3	704	5.8
Not Using Seat Belt	4	12	14	8	3	4	18	13	2	1	0	0	1	80	0.7
Dangerous Driving	5	7	12	7	9	13	27	17	5	2	1	0	6	111	0.9
Driving While Disqualified	0	2	1	6	13	11	50	53	17	9	2	2	3	169	1.4
Criminal Negligence	0	7	1	1	6	5	12	7	3	2	0	0	0	44	0.4
Failure to Remain at Scene	11	26	33	46	42	37	142	113	50	35	16	8	211	770	6.4
Impaired Driving	2	22	31	62	63	73	221	246	111	78	54	24	12	999	8.3
Refuse Breath Test	0	1	1	2	1	4	21	29	18	6	4	1	0	88	0.7
24 Hour Suspension	0	2	3	5	9	7	20	9	8	4	1	0	0	77	0.6
Other	21	88	100	92	97	91	262	215	78	49	55	55	62	1,265	10.5
Total	94	763	824	831	819	826	2,402	2,122	942	718	668	691	382	12,082	
Percent	0.8	6.3	6.8	6.9	6.8	6.8	19.9	17.6	7.8	5.9	5.5	5.7	3.2		100.0

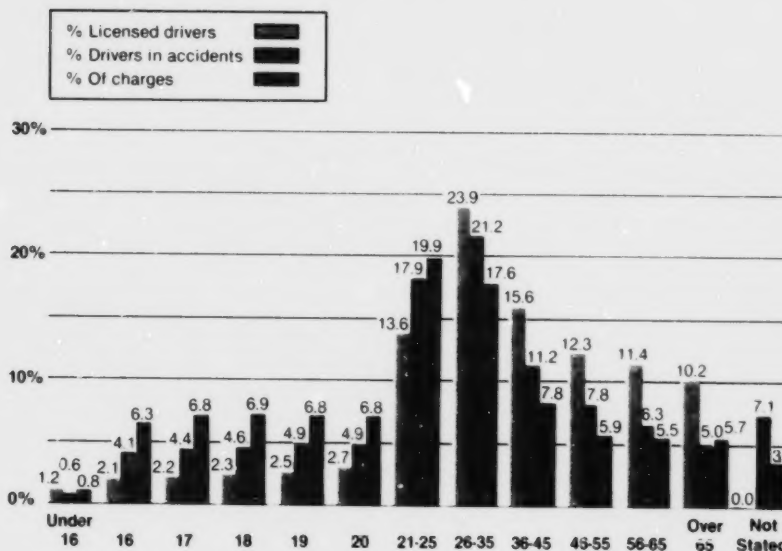
Number of Licensed Drivers, Drivers in Accidents and Charges by Driver Age Figure 6.3

	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total
Licensed Drivers	7,874	13,551	13,763	14,923	16,045	17,194	87,419	153,556	100,360	79,194	73,096	65,383	0	642,358
Number of Accidents	323	2,086	2,238	2,370	2,486	2,507	9,162	10,839	5,713	3,968	3,198	2,561	3,615	51,066
Number of Charges	94	763	824	831	819	826	2,402	2,122	942	718	668	691	382	12,082

*Would include such accidents as hit & run where the driver is not apprehended

Percent of Licensed Drivers, Drivers in Accidents, and Charges by Driver Age.

Figure 6.4



Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 21 years of age, it is necessary to divide the grouping by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from TAIS.

The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16-20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

Figure 6.3 and 6.4 show that 15.9% of all 18 year old drivers were involved in accidents in 1984. On the average 5.7% of all 36 year old drivers were involved in accidents. 4.6% of all accidents involved 18 year old drivers and only 1.1% involved 36 year olds. This suggests that 18 year olds are involved in 4.2 times as many accidents as 36 year olds.

Young drivers also had a disproportionately large number of charges laid after the accident occurred. Figure 6.3 shows that 18 year olds received 831 charges, whereas 36 year old drivers received only 94 charges. This shows, that 18 year olds had 8.8 times more charges after an accident as compared to a 36 year old.

Figure 6.2 shows the type of charges laid. In the example chosen, 18 year olds are charged most with "driving without due care and attention" while the most common charge for the 36 year old driver is "failure to yield the right-of-way".

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. One study indicates that the risk of having an accident is a factor of driving experience and not age.

Section 7

Drivers Injured And Safety Equipment Used

Figure 7.1

	Injuries				Fatalities			Total
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	
Lap & Shoulder Belt	609	960	204	1,793	19	3	0	22
Lap Belt	113	201	40	354	1	0	0	1
Lap Belt & Air Bags	0	0	0	0	0	0	0	0
Air Bags	0	0	0	0	0	0	0	0
Passive Seat Belts	0	1	0	1	0	0	0	0
Helmet	27	97	42	166	6	1	1	8
Protective Clothing	1	2	0	3	0	0	0	0
None Available	75	192	64	331	9	2	1	12
Available - Not Used	309	637	302	1,248	54	7	4	65
Not Stated	192	216	106	514	8	2	0	10
Total	1,326	2,326	758	4,410	97	15	6	118

Passengers Injured And Safety Equipment Used*

Figure 7.2

	Injuries				Fatalities			Total
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	
Lap & Shoulder Belt	242	431	90	763	6	1	0	7
Lap Belt	109	200	39	348	2	1	0	3
Lap Belt & Air Bags	1	1	0	2	0	0	0	0
Air Bags	0	0	0	0	0	0	0	0
Passive Seat Belts	0	3	0	3	0	0	0	0
Child Restraint	11	14	1	26	1	0	1	2
Helmet	5	15	6	26	2	1	0	3
Protective Clothing	0	0	0	0	0	0	0	0
None Available	53	139	58	250	7	0	0	7
Available - Not Used	297	725	323	1,345	35	2	1	38
Not Stated	82	137	59	278	5	2	1	8
Total	800	1,665	576	3,041	58	7	3	68

* Does not include passengers riding or hanging on outside the vehicle.

Injury Classification:

- Minor** - No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.
- Moderate** - Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.
- Major** - Hospitalized. Victim went to the hospital and was admitted for treatment or observation.

Seat Belts

In Saskatchewan it is compulsory that seat belts be used by all vehicle occupants. Small children must be secured in an approved child restraint.

A special feature of TAIS is the ability to record the severity of injuries and the protective safety equipment used. The above tables demonstrate the benefits of seat belts. For example, 122 unbelted persons were killed and 747 unbelted persons received major injuries. In comparison, only 35 belted persons died and 374 belted persons received major injury. This can be interpreted that an unbelted person is 3.5 times more likely to be killed and twice as likely to receive serious injury than a person wearing available restraints.

Another measure of seat belt effectiveness is the Seat Belt Survivors Club. There are now 2,400 members who have given personal testimonials about how seat belts reduced the severity of injury in an accident that they were involved in.

Ejection of unbelted drivers, especially in single vehicle roll over accidents, is a frequent factor in death and serious injury.

Number of Vehicles in Accidents By Vehicle Type and Road System

Figure 8.1

Vehicle Type	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Ambulance/Police/Fire	12	2	46	2	62	0.1
Auto	3,267	1,940	30,480	298	35,985	64.2
Bicycle	6	0	239	0	245	0.5
Construction/Maintenance Equip.	30	14	72	1	117	0.2
Farm Equipment	34	41	15	1	91	0.2
Inter-City Bus	2	0	26	0	28	0.1
Motorcycle	81	52	426	7	566	1.0
Motorhome	21	2	30	2	55	0.1
Not Stated	70	35	1,736	23	1,864	3.3
Off Highway Vehicle	1	3	7	2	13	0.0
Other Bus	10	0	24	0	34	0.1
Power Bicycle	1	0	10	0	11	0.0
School Bus	7	17	57	2	83	0.2
Semi Trailer Power Unit	386	97	346	33	862	1.5
Snowmobile	3	13	16	26	58	0.1
Transit Bus	2	0	174	0	176	0.3
Trucks Over 5 000 kg	197	192	544	12	945	1.7
Trucks 5 000 kg & Under	1,816	1,992	8,732	260	12,800	22.8
Vans 5 000 kg & Under	253	152	1,602	35	2,042	3.6
Total	8,199	4,552	44,582	704	56,037	
Percent	11.0	8.1	79.6	1.3		100.0

Number of Vehicles in Accidents By Vehicle Type and Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Ambulance/Police/Fire	49	13	0	62	0.1
Auto	30,222	5,648	115	35,985	64.2
Bicycle	20	223	2	245	0.5
Construction/Maintenance Equip.	100	16	1	117	0.2
Farm Equipment	69	17	5	91	0.2
Inter-City Bus	21	7	0	28	0.1
Motorcycle	279	342	15	566	1.0
Motorhome	47	8	0	55	0.1
Not Stated	1,794	70	0	1,864	3.3
Off Highway Vehicle	9	4	0	13	0.0
Other Bus	30	4	0	34	0.1
Power Bicycle	8	3	0	11	0.0
School Bus	73	10	0	83	0.2
Semi Trailer Power Unit	685	153	24	862	1.5
Snowmobile	33	25	0	58	0.1
Transit Bus	151	25	0	176	0.3
Trucks Over 5 000 kg	807	128	10	945	1.7
Trucks 5 000 kg & Under	10,863	1,856	81	12,800	22.8
Vans 5 000 kg & Under	1,719	310	13	2,042	3.6
Total	46,909	8,862	266	56,037	
Percent	83.7	15.8	0.5		100.0

The standard passenger vehicle is involved in 2/3 of all the accidents. Other special categories, such as all-terrain vehicles, large trucks and school buses come under scrutiny.

Section 8

Number of Vehicles in Accidents By Age Of Vehicle And Vehicle Type

Figure 8.3

Year	Passenger Automobiles	Pickups Vans	Trucks Semi	Motorcycles Power Bikes	Buses	Other	Not Stated	Total	%
1985	75	60	5	2	0	1	1	144	0.3
1984	1,781	972	83	66	8	35	19	2,964	5.3
1983	2,030	1,111	56	77	11	57	21	3,363	6.0
1982	2,483	1,078	133	94	16	43	41	3,888	6.9
1981	2,885	1,520	197	86	19	33	37	4,777	8.5
1980	2,836	1,526	180	46	13	33	37	4,671	8.3
1979	2,675	1,449	226	44	21	30	41	4,486	8.0
1978	2,712	1,135	139	32	28	14	37	4,097	7.3
1977	2,737	1,030	114	28	15	20	41	3,985	7.1
1976	2,825	1,115	100	12	38	18	28	4,140	7.4
1975	2,375	818	116	16	15	15	37	3,392	6.1
1974	2,202	688	84	14	15	7	26	3,038	5.4
1973	1,715	398	57	10	8	8	25	2,221	4.0
1972	1,395	308	41	10	2	6	14	1,776	3.2
1971	737	175	25	2	10	2	11	962	1.7
1970	581	144	23	2	2	6	12	770	1.4
1969	505	155	16	2	1	3	7	689	1.2
1968 or Less	1,747	562	92	6	60	13	32	2,512	4.5
Not Stated	1,685	598	120	28	39	297	1,395	4,162	7.4
Total	35,985	14,842	1,807	577	321	641	1,864	56,037	
Percent	64.2	26.5	3.2	1.0	0.6	1.2	3.3	100.0	

Number of Drivers By Accident Configuration & Driver Age

Figure 8.4

Accident Configuration	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Head On	9	33	41	38	29	40	150	181	93	65	60	35	79	853	1.7
Passing — left turn	4	91	86	97	89	85	341	424	227	190	154	170	94	2,052	4.0
On The Road	30	229	279	277	312	301	1,023	1,132	614	386	289	146	151	5,169	10.1
Rear End	31	437	456	462	474	463	1,933	2,222	1,324	807	625	388	818	10,440	20.5
Right Angle	82	432	488	538	547	578	2,175	2,766	1,414	1,086	905	873	424	12,308	24.1
Passing — right turn	7	58	57	67	71	80	302	349	196	134	109	77	116	1,625	3.2
Sideswipe — Opp. Direct.	1	42	28	41	34	57	204	229	121	82	68	45	87	1,039	2.0
Sideswipe — Same Direct.	7	53	72	63	65	75	292	326	181	144	120	76	382	1,856	3.6
Left Ditch	19	122	104	136	133	135	325	374	135	88	66	31	20	1,688	3.3
Right Ditch	32	144	118	122	160	137	430	459	184	115	87	61	31	2,080	4.1
Left turn — head on	17	111	143	172	202	200	712	796	412	306	257	234	119	3,681	7.2
Other	84	334	366	357	370	356	1,275	1,581	810	565	458	425	1,294	8,275	16.2
Total	323	2,086	2,238	2,370	2,486	2,507	9,162	10,839	5,713	3,968	3,198	2,561	3,615	51,066	
Percent	0.6	4.1	4.4	4.6	4.9	4.9	17.9	21.2	11.2	7.8	6.3	5.0	7.1	100.0	

Accident analysis by driver age makes it possible to design specific safety programs for special age groups. Increasingly, male drivers between 16 and 21 are being identified as a problem area. They were involved in 9,987 accidents in 1984.

Section 9

Number of Victims By Hour Of Occurrence And Age Of Victim

Figure 9.1

Accident Hour	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
12 to 1 a.m.	0	0	10	93	72	23	15	10	7	220	2.8
1 to 2 a.m.	4	2	15	155	101	25	14	7	7	330	4.0
2 to 3 a.m.	4	0	21	125	102	27	8	5	4	296	3.6
3 to 4 a.m.	0	0	5	104	74	7	4	3	2	199	2.5
4 to 5 a.m.	2	1	2	71	60	12	0	5	2	155	1.9
5 to 6 a.m.	2	0	4	36	35	6	3	3	6	96	1.2
6 to 7 a.m.	0	0	1	48	26	10	7	4	6	102	1.3
7 to 8 a.m.	1	3	2	30	62	22	15	13	7	155	1.9
8 to 9 a.m.	10	19	20	59	86	41	23	38	7	303	3.7
9 to 10 a.m.	10	13	6	34	61	34	23	48	7	236	2.9
10 to 11 a.m.	15	6	3	46	63	48	29	66	5	281	3.5
11 to 12 noon	17	15	14	50	87	48	35	70	12	348	4.3
12 to 1 p.m.	28	31	29	102	102	52	39	66	11	460	5.7
1 to 2 p.m.	16	20	14	79	90	51	30	75	2	377	4.6
2 to 3 p.m.	15	25	17	80	106	56	30	82	14	425	5.2
3 to 4 p.m.	19	44	23	103	113	66	41	100	17	526	6.5
4 to 5 p.m.	30	34	43	135	151	89	38	97	21	638	7.9
5 to 6 p.m.	22	26	36	118	159	54	45	63	17	540	6.7
6 to 7 p.m.	18	24	39	112	127	50	30	49	15	464	5.7
7 to 8 p.m.	19	27	29	92	114	56	37	56	16	446	5.5
8 to 9 p.m.	16	16	30	103	108	45	17	41	14	390	4.8
9 to 10 p.m.	13	7	23	107	93	38	26	31	6	344	4.2
10 to 11 p.m.	11	13	19	103	107	42	21	39	12	367	4.5
11 to 12 midnight	4	4	11	119	92	37	17	34	9	327	4.0
Not Stated	4	2	4	23	30	6	6	12	4	91	1.1
Total	280	332	420	2,127	2,221	945	553	1,017	230	8,125	
Percent	3.5	4.1	5.2	26.2	27.3	11.6	6.8	12.5	2.8		100.0

Number of Victims By Position In/On Vehicle And Age Of Victim

Figure 9.2

Position	00-05	06-10	11-15	16-20	21-25	26-35	36-45	46-55	Over 55	Not Stated	Total	%
Driver	23	40	93	1,193	913	984	486	302	433	61	4,528	55.7
Passenger 2	72	49	66	169	87	78	29	25	37	28	640	7.9
Passenger 3	52	50	121	493	245	217	120	113	172	80	1,663	20.5
Passenger 4	22	31	23	62	30	20	4	8	28	3	231	2.8
Passenger 5	25	18	22	36	10	8	8	4	4	5	140	1.7
Passenger 6	23	33	31	66	31	17	10	10	21	11	253	3.1
Passenger 7	4	11	10	13	6	10	3	2	1	4	64	0.8
Pedestrian	51	87	40	54	47	29	35	21	65	14	443	5.4
Riding On	0	7	8	11	6	6	2	1	3	1	45	0.6
Not Stated	8	6	6	30	15	16	4	4	6	23	118	1.5
Total	280	332	420	2,127	1,390	1,385	701	490	770	230	8,125	
Percent	3.5	4.1	5.2	26.2	17.1	17.0	8.6	6.0	9.5	2.8		100.0

Position In/On Vehicle

- 1 Driver
- 2-7 Passenger
- 8 Riding or Hanging On Pedestrian



Section 9

Number of Victims By Month of Occurrence & Age Of Victim

Figure 9.3

Accident Month	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
January	21	29	30	125	148	95	52	85	4	589	7.3
February	15	19	21	131	129	66	42	64	5	492	6.1
March	17	24	26	126	129	57	42	45	13	479	5.9
April	25	28	27	145	139	64	32	54	21	535	6.6
May	23	14	32	210	193	71	37	79	18	677	8.3
June	27	35	49	272	243	98	56	100	24	904	11.1
July	39	45	53	209	239	103	46	109	28	871	10.7
August	42	42	53	276	256	76	34	120	30	929	11.4
September	29	23	42	191	189	88	53	72	24	711	8.7
October	19	26	28	170	205	76	43	98	21	686	8.4
November	14	24	28	142	172	70	53	96	24	623	7.7
December	9	22	30	128	178	81	67	95	18	623	7.7
Not Stated	0	1	1	2	1	0	1	0	0	6	0.1
Total	280	332	420	2,127	2,221	945	553	1,017	230	8,125	
Percent	3.5	4.1	5.2	26.2	27.3	11.6	6.8	12.5	2.8		100.0

Number of Victims By Age Of Victims & Road System

Figure 9.4

Age of Victim	Provincial Highways		Rural Roads		Urban Streets		Other		Total		Total	
	Inj	Fat	Inj	Fat	Inj	Fat	Inj	Fat	Inj	%	Fat	%
00-05	62	1	27	2	173	2	11	2	273	3.4	7	0.1
06-10	62	2	19	3	232	3	11	0	324	4.0	8	0.1
11-15	60	4	110	3	227	3	13	0	410	5.0	10	0.1
16-20	422	12	526	12	1,089	7	56	3	2,093	25.8	34	0.4
21-30	532	32	359	15	1,210	13	57	3	2,158	26.6	63	0.8
31-40	218	11	135	8	548	2	22	1	923	11.3	22	0.3
41-50	129	11	78	4	312	2	16	1	535	6.6	18	0.2
Over 50	288	32	125	14	535	12	10	1	958	11.8	59	0.7
Not Stated	49	0	42	0	127	0	12	0	230	2.8	0	0.0
Total	1,822	105	1,421	61	4,453	44	208	11	7,904		221	
Percent of Total Victims	22.4	1.3	17.5	0.8	54.8	0.5	2.6	0.1				100.0

Number of Victims By Day of Week of Occurrence & Age of Victim

Figure 9.5

Accident Day	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Monday	36	46	60	238	238	90	77	140	19	944	11.6
Tuesday	38	55	39	203	237	108	79	145	34	938	11.5
Wednesday	36	44	42	209	289	143	77	161	21	1,022	12.6
Thursday	35	41	51	221	276	110	74	153	39	1,000	12.3
Friday	52	56	57	332	388	196	103	185	37	1,408	17.3
Saturday	51	56	98	522	464	178	96	134	43	1,642	20.2
Sunday	32	33	72	400	328	118	46	99	37	1,165	14.4
Not Stated	0	1	1	2	1	0	1	0	0	6	0.1
Total	280	332	420	2,127	2,221	945	553	1,017	230	8,125	
Percent	3.5	4.1	5.2	26.2	27.3	11.6	6.8	12.5	2.8		100.0

There were 7,904 persons injured in traffic accidents in 1984. 5,680 persons were hurt seriously enough to be treated or hospitalized. At this rate, half the residents of Saskatchewan will be injured in a motor vehicle accident during their lifetime.

Number of Accidents Involving Fixed Objects

Figure 10.1

Fixed Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Approach	95	102	6	203	0.4
Traffic Barricade	23	8	0	31	0.1
Building/Wall	155	33	0	188	0.4
Bridge Structure	108	17	1	126	0.3
Crash Cushion	24	2	0	26	0.1
Culvert	55	19	2	76	0.2
Curbing	596	186	1	783	1.8
Delineator Posts	19	3	0	22	0.1
Ditch Bottom/Back Slope	1,053	527	29	1,609	3.6
Fence	383	64	1	448	1.0
Fire Hydrant	89	6	0	95	0.2
Gravel Pile	36	11	0	47	0.1
Guard Rail	224	38	3	265	0.6
Light Standard	335	75	0	410	0.9
Median/Barrier	87	20	2	109	0.2
Parking Meter	19	3	0	22	0.1
Power Pole	381	66	2	449	1.0
Rock Cut	41	7	0	48	0.1
Sign Post	363	58	2	423	0.9
Signal Stand	103	28	1	132	0.3
Snow Bank	250	55	1	306	0.7
Tree/Bush	538	126	4	668	1.5
Fixed Objects Total	4,977	1,454	55	6,486	14.6

Number of Accidents Involving Movable Objects

Figure 10.2

Movable Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Animal	2,595	84	0	2,679	6.0
Another Vehicle	18,897	3,290	90	22,277	50.1
Bicyclist	22	165	1	188	0.4
Construction Machinery	35	9	2	46	0.1
Farm Machinery	59	10	2	71	0.2
Maintenance Machinery	28	3	0	31	0.1
Pedestrians	14	394	32	440	1.0
Railroad Train*	39	19	7	65	0.1
Movable Objects Total	21,689	3,974	134	25,797	58.0

* There were 29 personal injuries and 8 fatalities as a result of the accidents involving trains. 51% of the accidents occurred in Urban Areas with 9% occurring on Provincial Highways and 40% on Rural and other roads.

Number of Accidents Involving Non-Collision Events

Figure 10.3

Event	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Fire/Explosion	277	17	5	299	0.7
Overturned	1,674	1,121	67	2,862	6.4
Ran Off the Road	2,762	1,368	74	4,204	9.4
Skidding/Sliding	2,956	1,024	38	4,018	9.0
Submersion	18	4	0	22	0.1
Other	123	26	1	150	0.3
Not Stated	621	35	0	656	1.5
Non-Collision Events Total	8,431	3,586	185	12,211	27.4

Section 11

60 km/h Speed Limit When Passing Highway Workers

The 60 km/h speed limit when passing highway workers on Saskatchewan Highways was instituted to provide greater safety for highway workers, and the motoring public.

Legislation reducing the speed limit to 60 km/h was passed on June 29, 1983.

During the summer of 1984 speed surveys were conducted in four maintenance zones to determine the effectiveness of the 60 km/h speed limit.

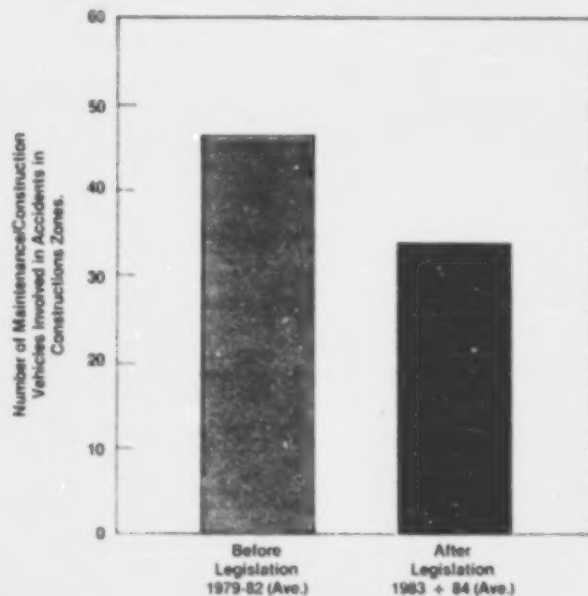
A summary of the study findings is as follows:

- the average speed in maintenance areas was 59.5 km/h.
- the 85th percentile (the speed at or below which 85% of the vehicles are travelling) was 74.7 km/h.

A comparison was done for traffic accidents involving maintenance vehicles in construction zones before and after the 60 km/h Legislation was instituted.

It is of interest to note that the number of maintenance/construction vehicle accidents decreased from a per year average of 46 before the Legislation to a per year average of 34 after the Legislation.

Figure 11.1
Number of Maintenance/Construction Vehicles Involved in Accidents in Construction Zones Before and After Legislation



Accidents Involving Alcohol

Percentage of Impaired/Had Been Drinking Occurrences By Driver Age and Year

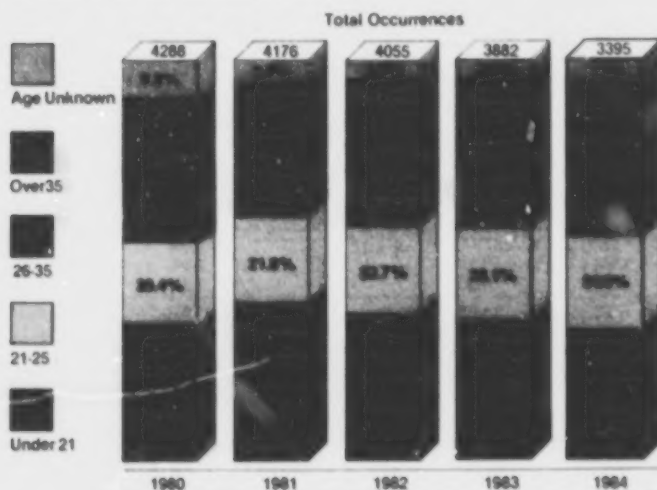
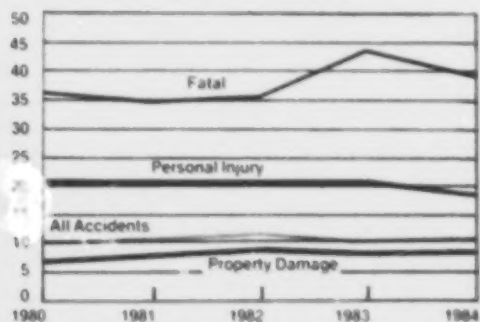


Figure 11.2

Percentage of Accidents Involving Alcohol by Year

Figure 11.3



1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
1-01 Manitoba Border - Moosomin	7	1	1	9	2	1
1-02 Moosomin - Whitehead	16	5	2	23	11	3
1-03 Whitehead - Broadview	9	3	0	12	4	0
1-04 Broadview - Grenfell	11	7	0	18	17	0
1-05 Grenfell - Indian Head	23	11	4	38	34	4
1-06 Indian Head - Qu'Appelle	8	3	0	11	5	0
1-07 Qu'Appelle - Balgonie	9	7	0	16	15	0
1-08 Balgonie - Regina	25	17	1	43	23	1
1-10 Regina - Jct Hwy 39	43	15	0	58	20	0
1-11 Jct Hwy 39 - Moose Jaw	6	0	0	6	0	0
1-13 N Jct Hwy 2 - Mortlach	44	6	0	50	9	0
1-14 Mortlach - Chaplin	15	9	0	24	10	0
1-15 Chaplin - W Jct Hwy 19	18	5	0	23	11	0
1-16 W Jct Hwy 19 - Rush Lake	12	5	0	17	6	0
1-17 Rush Lake - Swift Current	21	5	0	26	5	0
1-18 Swift Current - Jct Hwy 32	7	1	0	8	2	0
1-19 Jct Hwy 32 - Gull Lake	25	3	0	28	3	0
1-20 Gull Lake - Sidewood	15	6	1	22	13	1
1-21 Sidewood - Maple Creek	35	1	0	36	1	0
1-22 Maple Creek - Alberta Border	16	3	0	19	4	0
2-01 U.S. Border - Rock Glen	7	0	0	7	0	0
2-02 Rock Glen - Assiniboia	6	1	0	7	1	0
2-03 Assiniboia - Jct Hwy 43	4	2	1	7	4	1
2-04 Jct Hwy 43 - Jct Hwy 36	8	2	0	10	5	0
2-05 Jct Hwy 36 - Moose Jaw S	14	1	0	15	2	0
2-06 Moose Jaw S - Moose Jaw N	5	3	0	8	4	0
2-07 Moose Jaw N - Tuxford	4	1	0	5	3	0
2-08 Tuxford - Chamberlain	5	3	0	8	3	0
2-09 Findlater - Liberty	3	0	0	3	0	0
2-10 Liberty - Imperial	2	1	0	3	1	0
2-11 Imperial - Watrous	5	0	0	5	0	0
2-12 Watrous - Young	10	1	0	11	1	0
2-13 Young - Jct Hwy 16	0	0	0	0	0	0
2-14 Jct Hwy 16 - S Jct Hwy 5	6	2	1	9	2	1
2-15 S Jct Hwy 5 - Jct Hwy 27	8	2	0	10	3	0
2-16 Jct Hwy 27 - Wakaw	4	1	0	5	1	0
2-17 Wakaw - St. Louis	7	3	0	10	5	0
2-18 St. Louis - Prince Albert	8	3	0	11	6	0
2-19 Prince Albert S - Jct Hwy 55	5	3	0	8	5	0
2-20 Jct Hwy 55 - Christopher Lake	20	9	0	29	16	0
2-21 Christopher Lake - Jct Hwy 264	4	2	0	6	3	0
2-22 Jct Hwy 264 - Weyakwin Lake	1	1	0	2	1	0
2-23 Weyakwin Lake - Jct Hwy 165	11	2	1	14	12	1
2-24 Jct Hwy 165 - La Ronge	5	3	2	10	3	2
3-01 Manitoba Border - Erwood	2	1	0	3	1	0
3-02 Erwood - Hudson Bay	3	1	0	4	2	0
3-03 Hudson Bay - Prairie River	8	2	1	11	5	1
3-04 Prairie River - S Jct Hwy 23	5	1	0	6	1	0
3-05 S Jct Hwy 23 - Tisdale	5	1	0	6	1	0
3-06 Tisdale - Melfort	21	8	0	29	13	0
3-07 Melfort - Kinistino	9	2	0	11	2	0
3-08 Kinistino - Birch Hills	7	5	0	12	10	0
3-09 Birch Hills - Prince Albert	12	1	0	13	2	0
3-11 Prince Albert - Shellbrook	25	8	1	34	15	5
3-12 Shellbrook - Cameo	2	1	0	3	1	0
3-13 Cameo - Shell Lake	11	4	0	15	5	0
3-14 Shell Lake - Spiritwood	7	3	0	10	4	0
3-15 Spiritwood - Glaslyn	10	2	0	12	2	0
3-16 Glaslyn - Turtleford	8	4	0	12	5	0
3-17 Jct Hwy 26 - N Sask. River	5	2	0	7	5	0
3-18 N Sask. River - Alberta Border	4	3	0	7	3	0
4-01 U.S. Border - Val Marie	3	0	0	3	0	0
4-02 Val Marie - Cadillac	9	1	0	10	1	0

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1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
4-03 Cadillac - Jct Hwy 43	9	0	0	9	0	0
4-04 Jct Hwy 43 - Swift Current	11	1	1	13	2	1
4-05 Swift Current - Sask. Landing	28	3	0	31	5	0
4-06 Sask. Landing - Sanctuary	18	2	0	20	2	0
4-07 Sanctuary - Elrose	5	0	0	5	0	0
4-08 Elrose - Rosetown	3	2	0	5	2	0
4-09 Rosetown - Jct Hwy 31	3	0	0	3	0	0
4-10 Jct Hwy 31 - Biggar	11	2	0	13	4	0
4-11 Biggar - Struan Grid	2	1	0	3	2	0
4-12 Struan Grid - Red Pheasant	5	1	0	6	1	0
4-13 Red Pheasant - Battleford	18	2	0	20	2	0
4-14 Battleford - Jct Hwy 26	13	5	0	18	6	0
4-15 Jct Hwy 26 - Cochin	5	6	0	11	9	0
4-16 Cochin - Glaslyn	13	2	0	15	5	0
4-17 Glaslyn - Meadow Lake	22	5	1	28	9	1
4-18 Meadow Lake - Jct Hwy 104	5	0	0	5	0	0
5-01 Togo - Kamsack	2	0	0	2	0	0
5-02 Kamsack - Canora	2	3	0	5	6	0
5-03 Canora - Invermay	7	1	0	8	1	0
5-04 Invermay - Wadena	9	4	1	14	10	2
5-05 Wadena - Watson	9	3	0	12	12	0
5-06 Watson - Humboldt	10	3	2	15	5	3
5-07 Humboldt - N Jct Hwy 2	7	6	0	13	12	0
5-08 S Jct Hwy 2 - Patience Lake	14	9	2	25	18	2
5-09 Patience Lake - Saskatoon	4	5	1	10	7	1
5-10 College Drive in Saskatoon	2	1	1	4	3	1
6-01 U.S. Border - Jct Hwy 18	2	1	0	3	1	0
6-02 Jct Hwy 18 - Jct Hwy 13	2	0	0	2	0	0
6-03 Jct Hwy 13 - S Jct Hwy 39	7	3	0	10	6	0
6-04 S Jct Hwy 39 - Regina South	18	7	3	28	16	3
6-06 Regina North - Piapot I.R.	6	6	1	13	18	1
6-07 Piapot I.R. - Southey	15	3	0	18	3	0
6-08 Southey - Raymore	11	2	1	14	3	1
6-09 Raymore - Dafoe	1	1	0	2	1	0
6-10 Dafoe - Watson	7	4	0	11	5	0
6-11 Watson - Narcam	10	7	0	17	13	0
6-12 Narcam - Silver Park	3	2	1	6	3	1
6-13 Silver Park - Melfort	10	5	0	15	6	0
6-14 Melfort - Gronlid	5	0	0	5	0	0
6-15 Gronlid - Choiceland	4	2	0	6	3	0
7-01 Saskatoon - Jct Hwy 60	9	2	2	13	10	2
7-02 Jct Hwy 60 - Delisle	13	4	0	17	6	0
7-03 Delisle - Harris	8	2	0	10	2	0
7-04 Harris - Rosetown	25	2	1	28	2	2
7-05 Rosetown - Brock	23	4	0	27	5	0
7-06 Brock - Kindersley	10	9	1	20	18	1
7-07 Kindersley - Jct Hwy 307	6	0	0	6	0	0
7-08 Jct Hwy 307 - Alsask	6	2	0	8	3	0
8-01 U.S. Border - Carievale	6	0	0	6	0	0
8-02 Carievale - Redvers	22	2	0	24	2	0
8-03 Redvers - Fairlight	6	0	0	6	0	0
8-04 Fairlight - Moosomin	9	0	1	10	0	1
8-05 Moosomin - Qu'Appelle River	6	3	0	9	3	0
8-06 Qu'Appelle River - Langenburg	2	2	0	4	3	0
8-07 Churchbridge - Wroxton	4	0	0	4	0	0
8-08 Wroxton - Kamsack	8	3	0	11	7	0
8-09 Kamsack - Pelly	2	3	0	5	6	0
8-10 Norquay - end of Hwy 8	1	0	0	1	0	0
9-01 U.S. Border - Jct Hwy 18	5	0	0	5	0	0
9-02 Jct Hwy 18 - Carlyle	16	3	0	19	3	0
9-03 Carlyle - Jct Hwy 48	15	3	0	18	4	0
9-04 Jct Hwy 48 - Whitewood	6	2	0	8	2	0
9-05 Whitewood - Qu'Appelle River	6	0	2	8	0	2

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Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
9-06 Qu'Appelle River - Jct Hwy 22	4	3	0	7	4	0
9-07 Jct Hwy 22 - Jct Hwy 15	6	2	0	8	2	0
9-08 Jct Hwy 15 - Yorkton	6	0	0	6	0	0
9-09 Yorkton - Canora	24	6	0	30	11	0
9-10 Canora - Jct Hwy 49	8	3	0	11	6	0
9-11 Jct Hwy 49 - Preeceville	5	0	0	5	0	0
9-12 Preeceville - Usherville	6	2	0	8	2	0
9-13 Usherville - Bertwell	6	0	0	6	0	0
9-14 Bertwell - Hudson Bay	7	1	0	8	1	0
9-15 Hudson Bay - Manitoba Border	8	5	0	13	8	0
10-01 Manitoba Border - Wroxton	10	1	0	11	1	0
10-02 Wroxton - Yorkton	13	4	0	17	8	0
10-03 Yorkton - Melville	18	3	1	22	5	1
10-04 Melville - Jct Hwy 22	6	0	0	6	0	0
10-05 Jct Hwy 22 - Fort Qu'Appelle	9	1	0	10	1	0
10-06 Fort Qu'Appelle - Balgonie	36	8	1	45	23	1
11-01 Regina - Lumsden	23	15	1	39	22	1
11-02 Lumsden - Bethune	15	2	0	17	4	0
11-03 Bethune - E Jct Hwy 2	9	4	2	15	7	2
11-04 E Jct Hwy 2 - Aylesbury	9	4	0	13	5	0
11-05 Aylesbury - Davidson	13	10	0	23	21	0
11-06 Davidson - Kenaston	12	9	0	21	12	0
11-07 Kenaston - Dundurn	12	9	0	21	13	0
11-08 Dundurn - Saskatoon	29	10	1	40	15	1
11-10 Saskatoon - Warman	15	9	1	25	14	1
11-11 Warman - Rosthern	17	12	1	30	19	1
11-12 Rosthern - Duck Lake	12	6	0	18	10	0
11-13 Duck Lake - Prince Albert	23	7	1	31	8	1
12-01 Jct Hwy 11 - Hepburn	10	12	0	22	18	0
12-02 Hepburn - Blaine Lake	10	2	0	12	4	0
12-03 Blaine Lake - Big Grass Lake	6	1	0	7	2	0
12-04 Big Grass Lake - Shell Lake	2	0	0	2	0	0
13-01 Manitoba Border - Redvers	8	2	0	10	3	0
13-02 Redvers - Carlyle	26	1	0	27	1	0
13-03 Carlyle - Stoughton	34	3	1	38	8	1
13-04 Stoughton - Griffin	10	5	0	15	5	0
13-05 Griffin - Weyburn	8	1	1	10	4	1
13-06 Weyburn to Jct Hwy 28	10	1	0	11	1	0
13-07 Jct Hwy 28 - Jct Hwy 6	1	0	0	1	0	0
13-08 Jct Hwy 6 - Jct Hwy 34	4	0	0	4	0	0
13-09 Jct Hwy 34 - Jct Hwy 36	4	0	0	4	0	0
13-10 Jct Hwy 36 - Assiniboia	11	1	0	12	1	0
13-11 Assiniboia - Lafleche	1	2	0	3	4	0
13-12 Lafleche - Kincaid	4	1	0	5	2	0
13-13 Kincaid - Cadillac	11	5	0	16	16	0
13-14 Cadillac - Jct Hwy 37	7	1	0	8	1	0
13-15 Shaunavon - Eastend	8	1	0	9	1	0
13-16 Eastend - Jct Hwy 21	4	1	0	5	2	0
13-17 E Jct Hwy 21 - Govanlock	4	0	0	4	0	0
13-18 Govanlock - Alberta Border	0	0	0	0	0	0
14-12 Saskatoon - Asquith	13	3	0	16	7	0
14-13 Asquith - Perdue	12	0	0	12	0	0
14-14 Perdue - Biggar	11	0	0	11	0	0
14-15 Biggar - Landis	4	1	0	5	2	0
14-16 Landis - Wilkie	6	1	0	7	1	0
14-17 Wilkie - Unity	6	3	0	9	3	0
14-18 Unity - Salvador Grid	6	1	0	7	1	0
14-19 Salvador Grid - Alberta Border	6	1	1	8	4	2
15-02 Bredenbury - Jct Hwy 9	4	1	0	5	2	0
15-03 Jct Hwy 9 - Melville	5	0	0	5	0	0
15-04 Melville - Jct Hwy 52	11	1	0	12	1	0
15-05 Jct Hwy 52 - Leross	8	0	0	8	0	0
15-06 Leross - Raymore	15	2	0	17	4	0

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1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
15-07 Raymore - S Jct Hwy 20	2	1	0	3	1	0
15-08 Nokomis - Jct Hwy 2	3	0	0	3	0	0
15-09 Jct Hwy 2 - Kenaston	9	1	0	10	1	0
15-10 Kenaston - Jct Hwy 19	3	0	0	3	0	0
15-11 Jct Hwy 19 - Outlook	7	3	0	10	4	0
15-12 Outlook - Milden	1	1	0	2	1	0
15-13 Milden - Rosetown	5	0	0	5	0	0
16-11 Manitoba Border - Churchbridge	6	1	0	7	1	0
16-12 Churchbridge - Yorkton	11	2	0	13	7	0
16-13 Yorkton - Springside	11	2	0	13	3	0
16-14 Springside - Insinger	7	4	0	11	6	0
16-15 Insinger - Tuffnell	8	2	0	10	2	0
16-16 Tuffnell - Elfros	12	2	1	15	10	1
16-17 Elfros - Dafoe	29	4	1	34	8	1
16-18 Dafoe - Guernsey	18	4	0	22	5	0
16-19 Guernsey - Jct Hwy 2	7	2	1	10	4	1
16-20 Jct Hwy 2 - Saskatoon	26	5	1	32	7	2
16-23 Jct Hwy 11 - North Sask. River	28	11	1	40	18	2
16-24 N Sask. River - Radisson	35	4	0	39	4	0
16-25 Radisson - Denholm	10	5	1	16	13	1
16-26 Denholm - North Battleford	5	2	0	7	6	0
16-27 N Battleford - Bresaylor	14	5	0	19	6	0
16-28 Bresaylor - Maidstone	16	5	0	21	5	0
16-29 Maidstone - Marshall	16	9	0	25	12	0
16-30 Marshall - Lloydminster	16	2	0	18	2	0
17-03 Macklin - Alberta Bcder	1	0	0	1	0	0
17-04 Jct Hwy 14 (Alta) - Lone Rock (Sask)	2	2	0	4	2	0
17-05 Alberta Border - Lloydminster	10	3	0	13	4	0
17-06 Lloydminster - Jct Hwy 3	11	3	0	14	12	0
17-07 Jct Hwy 3 - N Saskatchewan River	2	1	0	3	1	0
17-08 N Sask. River - Onion Lake	0	0	0	0	0	0
18-01 Manitoba Border - Carievale	4	1	0	5	1	0
18-02 Carievale - Jct Hwy 9	35	8	0	43	12	0
18-03 Jct Hwy 9 - Bienfait	13	3	1	17	11	1
18-04 Estevan - Torquay	12	0	1	13	2	1
18-05 Torquay - Oungre	3	0	0	3	0	0
18-06 Oungre - Lake Alma	0	1	0	1	2	0
18-07 Lake Alma - N Jct Hwy 6	5	1	0	6	1	0
18-08 S Jct Hwy 6 - Big Beaver	2	0	0	2	0	0
18-09 Big Beaver - E Jct Hwy 36	2	0	0	2	0	0
18-10 W Jct Hwy 36 - Rockglen	4	1	0	5	1	0
18-11 Rockglen - Wood Mountain	3	0	0	3	0	0
18-12 Wood Mountain - Jct Hwy 19	5	0	0	5	0	0
18-13 Jct Hwy 19 - Ponteix Grid	5	4	0	9	6	0
18-14 Ponteix Grid - Val Marie	7	1	0	8	1	0
18-15 S Jct Hwy 4 - Climax	6	0	1	7	0	1
18-16 Climax - Divide	3	0	0	3	0	0
18-17 Divide - Robsart	1	0	0	1	0	0
19-01 Jct Hwy 18 - Kincaid	2	1	0	3	1	0
19-02 Kincaid - S Jct Hwy 43	1	1	0	2	4	0
19-03 S Jct Hwy 43 - W Jct Hwy 1	11	3	0	14	3	0
19-04 Chaplin - Central Butte	1	0	0	1	0	0
19-05 E Jct Hwy 42 - Elbow	8	1	0	9	2	0
19-06 Elbow - Jct Hwy 13	1	1	0	2	1	0
20-01 Lumsden - Jct Hwy 22	13	3	0	16	4	0
20-02 Jct Hwy 22 - Jct Hwy 15	6	1	0	7	1	0
20-03 Jct Hwy 15 - Jct Hwy 16	6	1	1	8	1	1
20-04 W Jct Hwy 16 - Humboldt	4	2	0	6	4	0
20-05 Humboldt - Pilger	2	0	0	2	0	0
20-06 Pilger - Crystal Springs	3	1	0	4	1	0
20-07 Crystal Springs - Jct Hwy 3	1	0	0	1	0	0
21-01 U.S. Border - Govenlock	1	0	0	1	0	0
21-03 Jct Hwy 13 - Cypress Hills	4	0	0	4	0	0

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Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
21-04 Cypress Hills - Maple Creek	10	0	0	10	0	0
21-05 Maple Creek - Jct Hwy 1	3	0	0	3	0	0
21-06 Jct Hwy 1 - Fox Valley	5	0	0	5	0	0
21-07 Fox Valley - Leader	4	2	0	6	3	0
21-08 Leader - Eatonia	8	2	0	10	3	0
21-09 Glidden - Kindersley	4	2	0	6	4	0
21-10 Kindersley - Jct Hwy 31	14	2	1	17	3	1
21-11 Jct Hwy 31 - Kerrobert	2	1	0	3	2	0
21-12 Kerrobert - Unity	5	1	0	6	2	0
21-13 Unity - E Jct Hwy 40	2	2	0	4	3	0
21-14 W Jct Hwy 40 - Maidstone	2	0	0	2	0	0
21-15 Maidstone - E Jct Hwy 3	9	2	0	11	5	0
21-16 Paradise Hill - Peck Lake	4	1	0	5	1	0
21-17 Peck Lake - Ministikwan Lake	3	0	0	3	0	0
21-18 Ministikwan Lake - Pierceland	3	2	0	5	2	0
22-01 Manitoba Border - Jct Hwy 8	2	0	0	2	0	0
22-02 Jct Hwy 8 - Stockholm	5	3	0	8	9	0
22-03 N Jct Hwy 9 - S Jct Hwy 22	3	0	0	3	0	0
22-04 Killaly - Jct Hwy 10	5	1	0	6	1	0
22-05 Lipton - Southey	5	3	0	8	4	0
22-06 Southey - Jct Hwy 20	0	1	0	1	1	0
23-01 Jct Hwy 9 - Somme	5	1	0	6	1	0
23-02 Somme - Chelan	1	1	0	2	1	0
23-03 Chelan - Crooked River	6	1	0	7	1	0
23-04 N Jct Hwy 3 - Jct Hwy 55	4	6	1	11	10	2
24-01 Spiritwood - Leoville	6	0	0	6	0	0
24-02 Leoville - Chitek Lake	2	3	0	5	3	0
25-01 Birch Hills - St. Louis	1	0	0	1	0	0
26-01 Jct Hwy 4 - Meota	1	0	0	1	0	0
26-02 Meota - Turtleford	4	3	0	7	3	0
26-03 Turtleford - N Jct Hwy 3	8	1	1	10	10	2
26-04 N Jct Hwy 3 - Loon Lake	14	1	1	16	3	1
26-05 Loon Lake - Goodsoil	5	2	0	7	2	0
27-01 Jct Hwy 2 - Aberdeen	8	2	0	10	3	0
28-01 Lake Alma - Radville	3	0	0	3	0	0
28-02 Radville - Jct Hwy 13	3	2	0	5	2	0
29-01 Wilkie - Cloan Grid	2	2	0	4	5	0
29-02 Cloan Grid - Battleford	2	1	0	3	1	0
30-02 Eston - Jct Hwy 7	3	0	0	3	0	0
31-01 Jct Hwy 4 - Plenty	7	2	0	9	3	0
31-02 Plenty - S Jct Hwy 21	4	0	0	4	0	0
31-03 Kerrobert - Salvador	3	1	1	5	1	2
31-04 Salvador - Macklin	11	2	1	14	5	2
32-01 Jct Hwy 1 - Success	2	1	0	3	1	0
32-02 Success - Cabri	9	1	0	10	1	0
32-03 Cabri - Lancer	9	1	0	10	1	0
32-04 Lancer - Leader	3	1	0	4	1	0
33-01 Stoughton - Fillmore	12	4	0	16	9	0
33-02 Fillmore - Francis	4	1	0	5	2	0
33-03 Francis - Kronau	3	0	1	4	1	1
33-04 Kronau - Regina	3	6	0	9	11	0
34-01 U.S. Border - Bengough	2	0	0	2	0	0
34-02 Bengough - Jct Hwy 13	0	1	0	1	1	0
35-01 U.S. Border - Oungre	2	0	0	2	0	0
35-02 Oungre - Colgate	6	2	0	8	5	0
35-03 Colgate - Weyburn	5	2	1	8	2	1
35-04 Weyburn - Francis	7	3	0	10	4	0
35-05 Jct Hwy 33 - Jct Hwy 48	0	2	0	2	4	0
35-06 Jct Hwy 48 - Qu'Appelle	6	0	0	6	0	0
35-07 Qu'Appelle - Jct Hwy 10	3	1	0	4	1	0
35-08 Fort Qu'Appelle - Lipton	4	2	0	6	2	0
35-09 Lipton - Leross	6	3	0	9	6	0
35-10 Leross - Elfros	4	2	0	6	8	0

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1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
35-11 Elfros - Wadena	3	1	0	4	2	0
35-12 Wadena - Jct Hwy 49	4	5	0	9	8	0
35-13 Jct Hwy 49 - Jct Hwy 349	8	2	0	10	2	0
35-14 Jct Hwy 349 - Tisdale	14	4	0	18	4	0
35-15 Tisdale - Jct Hwy 335	9	3	0	12	6	0
35-16 Jct Hwy 335 - Jct Hwy 55	15	3	0	18	5	0
35-17 Jct Hwy 55 - Torch River	5	1	0	6	1	0
36-01 U.S. Border - W Jct Hwy 18	2	0	0	2	0	0
36-02 W Jct Hwy 18 - W Jct Hwy 13	1	0	0	1	0	0
36-03 E Jct Hwy 13 - Jct Hwy 2	4	0	0	4	0	0
37-01 U.S. Border - Climax	1	0	0	1	0	0
37-02 Climax - Shaunavon	5	0	0	5	0	0
37-03 Shaunavon - Gull Lake	14	2	0	16	2	0
37-04 Gull Lake - W Jct Hwy 332	2	0	0	2	0	0
37-05 E Jct Hwy 332 - Cabri	1	0	0	1	0	0
38-01 Kelvington - Perigord	6	4	0	10	6	0
38-02 Perigord - Chelan	4	0	0	4	0	0
38-05 Kuroki - Kelvington	4	0	0	4	0	0
39-01 U.S. Border - Bienfait	13	2	0	15	5	0
39-02 Bienfait - Estevan	10	3	0	13	6	0
39-03 Estevan - Midale	9	3	0	12	3	0
39-04 Midale - Weyburn	15	1	0	16	2	0
39-05 Weyburn - Yellow Grass	6	1	0	7	2	0
39-06 Yellow Grass - Corinne	6	4	3	13	11	3
39-07 Corinne - Pitman	1	0	0	1	0	0
39-08 Pitman - Jct Hwy 1	2	0	0	2	0	0
40-01 Jct Hwy 3 - Blaine Lake	6	3	0	9	5	0
40-02 Blaine Lake - Hafford	2	1	0	3	1	0
40-03 Hafford - North Battleford	7	4	0	11	7	0
40-04 Battleford - E Jct Hwy 21	16	4	0	20	5	0
40-05 E Jct Hwy 21 - Neilburg	9	1	0	10	2	0
40-06 Neilburg - Alberta Border	7	1	1	9	2	1
41-03 Wakaw - Aberdeen	9	3	0	12	5	0
41-04 Aberdeen - Jct Hwy 41	1	2	0	3	2	0
42-01 Tuxford - Keeler	4	2	0	6	4	0
42-02 Keeler - E Jct Hwy 19	6	3	0	9	5	0
42-03 E Jct Hwy 19 - Diefenbaker Lake	4	4	0	8	4	0
42-04 Diefenbaker Lake - Jct Hwy 342	2	0	0	2	0	0
42-05 Jct Hwy 342 - Milden	4	1	0	5	1	0
43-01 Jct Hwy 2 - Gravelbourg	5	1	0	6	1	0
43-02 Gravelbourg - S Jct Hwy 19	2	0	0	2	0	0
43-03 S Jct Hwy 19 - Jct Hwy 4	14	6	0	20	6	0
44-02 Davidson - Loreburn	3	1	0	4	1	0
44-03 N Jct Hwy 19 - Jct Hwy 45	4	1	0	5	1	0
44-04 Jct Hwy 45 - Dinsmore	1	0	0	1	0	0
44-05 Jct Hwy 42 - Jct Hwy 4	2	0	0	2	0	0
44-06 S Jct Hwy 4 - Eston	5	2	0	7	3	0
44-07 Eston - Glidden	3	3	0	6	3	0
44-08 Glidden - Mantario	4	1	0	5	1	0
44-09 Mantario - Alsask	9	0	0	9	0	0
45-01 Lucky Lake - Birsay	0	0	0	0	0	0
45-02 Birsay - Jct Hwy 44	2	1	0	3	1	0
45-03 Jct Hwy 44 - E Jct Hwy 15	2	0	0	2	0	0
45-04 W Jct Hwy 15 - Delisle	3	3	0	6	5	0
47-01 U.S. Border - Estevan	6	0	0	6	0	0
47-02 Estevan - Stoughton	16	0	0	16	0	0
47-03 Stoughton - Jct Hwy 48	8	0	0	8	0	0
47-04 Jct Hwy 48 - W Jct Hwy 1	1	0	0	1	0	0
47-05 Grenfell - S Jct Hwy 22	4	2	0	6	5	0
47-06 S Jct Hwy 22 - Melville	4	1	0	5	1	0
47-07 Melville - Willowbrook	0	0	0	0	0	0
47-08 Willowbrook - Springside	0	1	0	1	1	0
47-09 Springside - Buchanan	2	0	0	2	0	0

1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
47-10 Buchanan - Preeceville	2	1	0	3	1	0
48-01 Manitoba Border - Fairlight	7	0	0	7	0	0
48-02 Fairlight - S Jct Hwy 9	11	3	0	14	3	0
48-03 N Jct Hwy 9 - Jct Hwy 47	6	2	2	10	11	5
48-04 Jct Hwy 47 - Jct Hwy 35	10	1	0	11	1	0
48-05 Jct Hwy 35 - White City	5	4	0	9	6	0
49-01 Manitoba Border - Pelly	2	0	0	2	0	0
49-02 Pelly - Stenen	5	0	0	5	0	0
49-03 Stenen - Okla	6	2	1	9	3	1
49-04 Okla - Kelvington	4	3	0	7	4	0
49-05 Kelvington - Jct Hwy 35	2	0	0	2	0	0
51-01 Biggar - Tramping Lake	7	0	0	7	0	0
51-02 Tramping Lake - Kerrobert	7	1	0	8	1	0
51-03 Kerrobert - Major	7	1	0	8	4	0
51-04 Major - Alberta Border	4	0	0	4	0	0
52-01 Yorkton - Willowbrook	5	4	0	9	7	0
52-02 Willowbrook - Jct Hwy 15	6	4	0	10	8	0
54-01 Jct Hwy 11 - Regina Beach	4	2	0	6	3	0
55-02 Jct Hwy 9 - S of Pakwaw Lake	8	2	0	10	3	0
55-03 S of Pakwaw Lake - W of Cracking River Br	6	4	0	10	9	0
55-04 W of Cracking River Br - Jct Hwy 123	4	2	0	6	3	0
55-05 Jct Hwy 123 - Nipawin	4	1	0	5	3	0
55-06 Nipawin - White Fox	5	0	0	5	0	0
55-07 White Fox - Smeaton	14	7	0	21	24	0
55-08 Smeaton - Meath Park	8	2	0	10	5	0
55-09 Meath Park - Prince Albert	6	4	0	10	18	0
55-10 Shellbrook - Debden	11	0	0	11	0	0
55-11 Debden - Big River	11	3	0	14	6	0
55-12 Big River - Jct Hwy 124	3	2	0	5	2	0
55-13 Jct Hwy 124 - Green Lake	8	2	0	10	3	0
55-14 Green Lake - Meadow Lake	17	2	0	19	2	0
55-15 Meadow Lake - S Jct Hwy 26	15	3	0	18	6	0
55-16 Peerless - Alberta Border	8	2	0	10	6	0
56-01 Indian Head - Katepwa Lake	2	0	0	2	0	0
56-02 Katepwa Lake - Fort Qu'Appelle	4	3	0	7	3	0
56-03 Fort Qu'Appelle - Echo Valley	1	1	1	3	5	1
57-01 Manitoba Border - Jct Hwy 5	4	2	0	6	2	0
58-01 Jct Hwy 18 - Lafleche	2	1	1	4	1	1
58-02 Lafleche - Gravelbourg	4	0	0	4	0	0
58-03 Gravelbourg - Jct Hwy 363	1	1	0	2	4	0
60-01 Pike Lake - Saskatoon	11	7	0	18	14	0
80-01 Esterhazy - Churchbridge	3	1	0	4	1	0
99-10 Jct Hwy 6 - Craven	1	0	0	1	0	0
102-25 La Ronge - Sucker River	4	0	1	5	0	1
102-26 Sucker River - Otter Rapids	4	1	1	6	12	1
102-27 Otter Rapids - Island Lake Cr	3	0	0	3	0	0
102-28 Island Lake Cr - Waddy River Br	5	0	0	5	0	0
102-29 Waddy River Br - Reindeer Lake	7	2	0	9	4	0
106-01 Smeaton - Jct Hwy 120	5	1	0	6	2	0
106-02 Jct Hwy 120 - Jct Hwy 165	6	0	0	6	0	0
106-03 Jct Hwy 165 - Deschambault Lake	8	4	0	12	6	0
106-04 Deschambault Lake - Jct Hwy 135	0	1	0	1	6	0
106-05 Jct Hwy 135 - Flin Flon	3	4	0	7	10	0
120-01 Meath Park - Candle Lake	3	2	0	5	3	0
120-02 Candle Lake - Lower Fishing Lake	13	2	0	15	2	0
123-01 Jct Hwy 163 - Kennedy Creek	1	2	0	3	2	0
123-02 Kennedy Creek - Cumberland Hse.	10	3	0	13	4	0
124-01 Jct Hwy 55 - Dore Lake	0	0	0	0	0	0
135-01 Jct Hwy 106 - Pelican Narrows	7	1	0	8	1	0
135-02 Pelican Narrows - Sandy Bay	2	0	0	2	0	0
155-01 Green Lake - Jct Hwy 101	20	1	0	21	1	0
155-02 Jct Hwy 101 - Buffalo Narrows	15	4	1	20	7	1
155-03 Buffalo Narrows - La Loche	3	3	1	7	4	1

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1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
165-01 Jct Hwy 106 - Jct Hwy 2	1	1	0	2	1	0
165-02 Jct Hwy 2 - Besnard Lake Rd	2	1	0	3	1	0
165-03 Besnard Lake Rd - Key Lake Rd	0	1	0	1	1	0
165-04 Key Lake Rd - Jct Hwy 155	0	1	0	1	1	0
167-01 Sturgeon Weir Riv. - Denare Beach	4	0	0	4	0	0
167-02 Denare Beach - Creighton	6	1	0	7	2	0
201-01 Broadview - Jct Hwy 247	6	1	0	7	1	0
202-01 Tuxford - Buffalo Pound Lake	1	1	0	2	1	0
204-01 Battledowns Provincial Park	1	0	0	1	0	0
209-01 Jct Hwy 9 - Kenosee Lake	1	0	0	1	0	0
210-01 Fort Qu'Appelle - Echo Valley	2	3	0	5	3	0
210-02 Echo Valley - Jct Hwy 10	5	0	0	5	0	0
211-01 Dundurn - Blackstrap Lake	1	0	0	1	0	0
212-01 Duck Lake - Saskatchewan River	3	2	0	5	3	0
219-01 Danielson Provincial Park	1	0	0	1	0	0
219-02 Jct Hwy 44 - Jct Hwy 15	3	0	0	3	0	0
219-03 Jct Hwy 15 - White Cap I.R.	11	0	0	11	0	0
219-04 White Cap I.R. - Saskatoon	10	3	0	13	4	0
220-01 Bulyea - Rowan's Ravine	1	0	0	1	0	0
221-01 Jct Hwy 21 - Cypress Hills Prov Park	2	0	0	2	0	0
224-01 Jct Hwy 4 - Goodsoil	3	3	0	6	5	0
225-01 Jct Hwy 2 - Jct Hwy 312	3	2	0	5	5	0
229-01 Jct Hwy 9 - Good Spirit Lake	1	0	0	1	0	0
229-02 Good Spirit Prov. Park - Jct Hwy 47	0	0	0	0	0	0
240-01 Jct Hwy 55 - P.A. National Park	2	0	0	2	0	0
247-01 Jct Hwy 9 - Jct Hwy 47	5	0	0	5	0	0
255-01 Jct Hwy 55 - Tobin Lake	3	0	0	3	0	0
261-01 Sask. Landing - Jct Hwy 4	0	1	0	1	1	0
261-02 Sk. Landing Prov. Prk (Jct Hwy 4 W)	2	0	0	2	0	0
263-01 Jct Hwy 2 - Prince Albert Park	4	0	0	4	0	0
264-01 Jct Hwy 2 - Prince Albert Park	1	0	0	1	0	0
271-01 Maple Creek - Cypress Hills	3	0	0	3	0	0
271-02 Jct Hwy 271-01 - Fort Walsh	3	0	0	3	0	0
301-01 Jct Hwy 1 - Jct Hwy 202	0	2	0	2	2	0
302-01 South Sask. River - Prince Albert	4	3	0	7	3	0
302-02 Prince Albert - 30 Km West	2	1	0	3	2	0
303-01 Turtleford - Jct Hwy 21	10	0	0	11	1	0
304-01 Jct Hwy 4 - Jct Hwy 26	8	0	0	9	1	0
305-01 Warman - Jct Hwy 12	1	2	0	3	4	0
305-02 Jct Hwy 12 - Langham	3	1	0	4	1	0
306-01 Jct Hwy 35 - Riceton	0	0	0	0	0	0
306-02 Riceton - Jct Hwy 6	0	0	0	0	0	0
307-01 Jct Hwy 7 - Smiley	0	0	0	0	0	0
307-02 Smiley - Jct Hwy 21	4	0	0	4	0	0
308-01 Manitoba Border - Jct Hwy 8	5	1	0	6	1	0
309-01 Ebenezer - Rhein	1	0	0	1	0	0
310-01 Balcarres - Ituna	3	0	0	3	0	0
310-03 Jct Hwy 52 - Foam Lake	4	0	0	4	0	0
310-04 Foam Lake - Kuroki	3	0	0	3	0	0
312-01 Wakaw - Rosthern	4	1	0	5	3	0
312-02 Rosthern - Jct Hwy 12	4	3	0	7	13	0
317-01 Jct Hwy 7 - S Jct Hwy 51	0	0	0	0	0	0
317-02 N Jct Hwy 51 - Jct Hwy 31	0	0	0	0	0	0
318-01 Carnduff - Alida	4	1	0	5	1	0
320-01 Jct Hwy 20 - Domremy	4	1	0	5	2	0
321-01 Liebenthal - Alberta Border	3	1	0	4	1	0
322-01 Jct Hwy 20 - Jct Hwy 220	3	0	0	3	0	0
324-01 Jct Hwy 378 - Mayfair	2	0	0	2	0	0
332-01 Jct Hwy 32 - Hazelton	9	1	0	10	2	0
334-01 Jct Hwy 13 - Avonlea	2	0	0	2	0	0
334-02 Avonlea - Corinne	2	1	0	3	1	0
335-01 Jct Hwy 23 - Jct Hwy 35	1	0	0	1	0	0
335-02 Jct Hwy 35 - Gronlid	2	0	0	2	0	0

1984 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
339-01 Avonlea - Jct Hwy 39	3	0	0	3	0	0
340-01 Radisson - Hafford	5	0	0	5	0	0
342-01 Jct Hwy 42 - Beechy	0	0	0	0	0	0
342-02 Beechy - Clearwater Lake	3	1	0	4	1	0
342-03 Clearwater Lake - Jct Hwy 4	1	0	0	1	0	0
343-01 Jct Hwy 4 - Simmie	3	0	0	3	0	0
349-01 Jct Hwy 35 - Naicam	2	1	0	3	2	0
350-01 U.S. Border - Jct Hwy 18	2	0	0	2	0	0
354-01 Bethune - Dilke	1	0	0	1	0	0
355-01 Meath Park - Spruce Home	3	0	0	3	0	0
355-02 Spruce Home - 11 km west	1	0	0	1	0	0
357-01 Togo - Jct Hwy 8	2	0	0	2	0	0
358-01 Wood Mountain - Limerick	3	0	0	3	0	0
361-01 Lampman Grid - Jct Hwy 47	5	0	0	5	0	0
363-01 Moose Jaw - Courval	7	1	0	8	2	0
363-02 Courval - Hodgeville	3	0	0	3	0	0
363-03 Hodgeville - Jct Hwy 4	11	1	0	12	1	0
364-01 Balgonie - Edgeley	6	0	0	6	0	0
365-01 Watrous - Plunkett	5	1	1	7	2	1
367-01 Eyebrow - Jct Hwy 19	2	0	0	2	0	0
368-01 Muenster - St. Brieux	4	1	0	5	2	0
368-02 St. Brieux - Beatty	8	1	0	9	1	0
369-01 Jct Hwy 10 - Togo	2	0	0	2	0	0
371-01 Fox Valley - Alberta Border	7	0	0	7	0	0
373-01 Jct Hwy 42 - Birsay	1	0	0	1	0	0
376-01 Jct Hwy 14 - Arelee	2	1	0	3	5	0
376-02 Arelee - Sonningdale	1	1	0	2	1	0
376-03 Sonningdale - Maymont	5	0	0	5	0	0
376-04 Maymont - Jct Hwy 40	0	0	0	0	0	0
376-05 Jct Hwy 40 - Jct Hwy 324	0	0	1	1	0	1
377-01 Radville - Ceylon	4	0	0	4	0	0
378-01 Jct Hwy 4 - Rabbit Lake	4	1	0	5	3	0
378-02 Rabbit Lake - Spiritwood	5	0	0	5	0	0
379-01 McMahon - Wymark	0	1	0	1	1	0
381-01 MacNutt - Jct Hwy 8	1	1	0	2	1	0
397-01 Allan - Elstow	0	0	0	0	0	0
Other*	62	24	3	89	48	4
Total	3,746	1,045	86	4,877	1,822	105

* Includes industrial access roads, northern tributaries, stub-connectors, service roads and not stated control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident frequency. The next level breakdown that TAIS provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. The lengths of these sections are available from the Official Highway Map published by the Department of Highways and Transportation.

Saskatchewan Department of Highways and Transportation use these data and other associated analysis to develop an annual program for the provincial highway system. Studies of specific locations are valuable for the design of countermeasures at accident prone locations.

In 1984, 4,877 accidents occurred on provincial highways. This represents 14.9% of the total accidents in Saskatchewan.

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1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Abbey	1	0	0	1	0	0
Aberdeen	5	0	0	5	0	0
Abernethy	1	0	0	1	0	0
Air Ronge	2	0	0	2	0	0
Alameda	3	1	0	4	1	0
Alida	5	0	0	5	0	0
Allan	6	0	0	6	0	0
Alsask	3	0	0	3	0	0
Alvena	1	0	0	1	0	0
Aneroid	4	0	0	4	0	0
Annaheim	2	0	0	2	0	0
Antler	1	0	0	1	0	0
Arborfield	8	1	0	9	2	0
Archerwill	5	1	0	6	1	0
Arcola	10	1	0	11	1	0
Assiniboia	36	6	0	42	6	0
Avonlea	5	0	0	5	0	0
Aylsham	2	0	0	2	0	0
B-Say-Tah	2	0	0	2	0	0
Baicarres	5	0	0	5	0	0
Balgonie	6	2	0	8	2	0
Bapaume	1	0	0	1	0	0
Bateman	1	0	0	1	0	0
Battleford	62	7	1	70	13	1
Beauval	3	1	0	4	1	0
Bechard	1	0	0	1	0	0
Beechy	5	0	0	5	0	0
Bellegarde	1	0	0	1	0	0
Bellevue	1	0	0	1	0	0
Bengough	3	1	0	4	1	0
Bethune	1	0	0	1	0	0
Bickleigh	1	0	0	1	0	0
Bienfait	10	0	0	10	0	0
Big River	20	1	0	21	1	0
Biggar	44	4	0	48	7	0
Birch Hills	4	0	0	4	0	0
Bjorkdale	5	0	0	5	0	0
Blaine Lake	5	2	0	7	3	0
Borden	3	0	0	3	0	0
Bradwell	2	0	0	2	0	0
Bredenbury	5	0	0	5	0	0
Briercrest	2	0	0	2	0	0
Broadview	8	3	0	11	3	0
Brock	2	0	0	2	0	0
Bromhead	1	0	0	1	0	0
Brownlee	1	0	0	1	0	0
Bruno	7	1	0	8	1	0
Buchanan	2	0	0	2	0	0
Buena Vista	2	0	0	2	0	0
Buffalo Narrows	16	3	0	19	3	0
Burstall	6	1	0	7	1	0
Bushell Park	5	0	0	5	0	0
Cabri	9	1	0	10	1	0
Cadillac	2	0	0	2	0	0
Calder	3	0	0	3	0	0
Candiac	1	0	0	1	0	0
Candle Lake	5	1	0	6	2	0
Cando	1	0	0	1	0	0
Canoe Narrows	0	1	0	1	1	0
Canora	33	7	1	41	9	1
Canwood	6	0	0	6	0	0
Carievale	2	0	0	2	0	0
Carlyle	25	0	0	25	0	0

1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Carmichael	1	0	0	1	0	0
Carnduff	23	0	0	23	0	0
Carrot River	22	1	0	23	3	0
Central Butte	9	1	0	10	1	0
Ceylon	3	0	0	3	0	0
Chamberlain	4	4	0	8	5	0
Chaplin	3	1	0	4	1	0
Chitek Lake	4	0	0	4	0	0
Choiceland	5	4	0	9	4	0
Churchbridge	8	4	0	12	12	0
Clavet	2	1	0	3	1	0
Climax	7	0	0	7	0	0
Cochin	2	1	0	3	2	0
Coderre	1	0	0	1	0	0
Codette	6	1	0	7	1	0
Cole Bay	1	0	0	1	0	0
Coleville	9	0	0	9	0	0
Colonsay	8	0	0	8	0	0
Conquest	1	0	0	1	0	0
Consul	1	0	0	1	0	0
Coronach	10	0	0	10	0	0
Craig	2	1	0	3	2	0
Craven	5	0	0	5	0	0
Creelman	0	1	0	1	1	0
Creighton	27	2	0	29	4	0
Crooked River	1	0	0	1	0	0
Crystal Springs	1	0	0	1	0	0
Cudworth	14	2	0	16	2	0
Cumberland House	2	0	0	2	0	0
Cupar	4	0	0	4	0	0
Cut Knife	8	2	0	10	2	0
Dalmeny	7	1	0	8	5	0
Dana	1	0	0	1	0	0
Davidson	23	2	0	25	4	0
Debden	12	0	0	12	0	0
Delisle	9	2	0	11	2	0
Delmas	0	1	0	1	1	0
Denare Beach	7	2	1	10	3	1
Denzil	2	0	0	2	0	0
Dinsmore	2	0	0	2	0	0
Doddsland	1	0	0	1	0	0
Dollard	2	0	0	2	0	0
Domremy	1	0	0	1	0	0
Dorintosh	2	0	0	2	0	0
Drake	1	0	0	1	0	0
Duck Lake	12	1	0	13	2	0
Duff	1	0	0	1	0	0
Dundurn	1	0	0	1	0	0
Dysart	0	1	0	1	1	0
Earl Grey	1	0	0	1	0	0
Eastend	13	1	0	14	1	0
Eatonia	5	0	0	5	0	0
Edam	2	0	0	2	0	0
Edenwold	0	1	0	1	1	0
Elbow	1	2	0	3	2	0
Elfros	3	0	0	3	0	0
Elrose	7	1	0	8	2	0
Elstow	1	0	0	1	0	0
Emina Lake	2	0	0	2	0	0
Endeavour	3	0	0	3	0	0
Englefeld	1	0	0	1	0	0
Ernfold	1	0	0	1	0	0
Erwood	1	0	0	1	0	0

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1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Esterhazy	48	9	1	8	15	1
Estevan	302	47	1	350	56	2
Eston	31	0	1	32	2	1
Evesham	1	0	0	1	0	0
Eyeblow	1	1	0	2	1	0
Fairlight	1	0	0	1	0	0
Fairy Glen	2	0	0	2	0	0
Fertile	1	0	0	1	0	0
Fife Lake	1	0	0	1	0	0
Fillmore	3	1	0	4	1	0
Fiske	1	0	0	1	0	0
Flaxcombe	2	0	0	2	0	0
Fleming	1	0	0	1	0	0
Flin Flon	5	1	0	6	1	0
Foam Lake	18	4	0	22	4	0
Forget	3	0	0	3	0	0
Fort Qu Appelle	36	6	0	42	13	0
Fosston	2	0	0	2	0	0
Fox Valley	5	1	0	6	1	0
Francis	1	0	0	1	0	0
Frenchman Butte	2	0	0	2	0	0
Frobisher	3	0	0	3	0	0
Frontier	3	1	0	4	1	0
Fulda	1	0	0	1	0	0
Gainsborough	5	1	0	6	1	0
Garrick	0	0	1	1	1	1
Girvin	1	0	0	1	0	0
Glaslyn	4	0	0	4	0	0
Glen Ewen	1	0	0	1	0	0
Glenavon	4	1	0	5	1	0
Glenside	1	0	0	1	0	0
Glentworth	3	0	0	3	0	0
Golden Prairie	1	1	0	2	1	0
Goodeve	2	0	0	2	0	0
Goodsoil	1	0	0	1	0	0
Govan	0	1	0	1	2	0
Grand Coulee	1	0	0	1	0	0
Gravelbourg	27	0	0	27	0	0
Grayson	1	0	0	1	0	0
Green Lake	4	0	0	4	0	0
Grenfell	12	2	0	14	2	0
Gronlid	0	1	0	1	1	0
Guernsey	1	0	0	1	0	0
Gull Lake	24	0	0	24	0	0
Hafford	3	0	0	3	0	0
Hague	5	1	0	6	3	0
Hanley	7	1	0	8	1	0
Harris	1	0	0	1	0	0
Hawarden	2	1	0	3	1	0
Hepburn	1	0	0	1	0	0
Herbert	11	4	0	15	5	0
Hodgeville	10	0	0	10	0	0
Holbein	2	0	0	2	0	0
Holdfast	6	0	0	6	0	0
Hubbard	2	0	0	2	0	0
Hudson Bay	30	5	0	35	5	0
Humboldt	80	11	0	91	11	0
Ile a la Crosse	13	2	0	15	2	0
Imperial	2	0	0	2	0	0
Indian Head	24	4	0	28	6	0
Invermay	2	0	0	2	0	0
Ituna	16	1	0	17	2	0
Jansen	2	1	0	3	4	0

Section 12

1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Kamsack	54	6	0	60	7	0
Kannata Valley	0	1	0	1	1	0
Katepwa	1	0	0	1	0	0
Kayville	2	0	0	2	0	0
Kelliher	2	2	0	4	2	0
Kelvington	18	2	0	20	4	0
Kenaston	1	0	0	1	0	0
Kendal	1	0	0	1	0	0
Kenosee Lake	4	1	0	5	1	0
Kerrobert	32	3	0	35	4	0
Kincaid	1	1	0	2	1	0
Kindersey	186	18	1	205	20	1
Kinistino	6	1	0	7	1	0
Kipling	16	0	0	16	0	0
Kisbey	4	0	0	4	0	0
Krydor	2	0	0	2	0	0
Kuroki	3	1	0	4	1	0
Kyle	9	0	0	9	0	0
La Loche	20	4	1	25	7	1
La Ronge	29	10	1	40	10	1
Lac Vert	2	0	0	2	0	0
Lafleche	9	1	0	10	2	0
Lake Alma	2	0	0	2	0	0
Lake Lenore	2	1	0	3	1	0
Lampman	11	0	0	11	0	0
Landis	2	0	0	2	0	0
Largenburg	25	3	0	28	3	0
Langham	10	1	0	11	1	0
Lanigan	26	5	0	31	6	0
Lashburn	9	2	0	11	2	0
Leader	26	3	0	29	4	0
Leask	11	2	0	13	6	0
Lebret	1	1	0	2	1	0
Lemberg	6	0	0	6	0	0
Leoville	11	0	0	11	0	0
Leross	2	0	0	2	0	0
Leroy	5	0	0	5	0	0
Lestock	5	2	0	7	4	0
Limerick	1	0	0	1	0	0
Lintlaw	3	0	0	3	0	0
Livelong	1	0	0	1	0	0
Lloydminster	258	37	0	295	54	0
Loon Lake	4	0	0	4	0	0
Loreburn	1	1	0	2	3	0
Lucky Lake	3	0	0	3	0	0
Lumsden	9	4	0	13	7	0
Luseland	10	1	0	11	1	0
Macklin	12	3	0	15	4	0
Macronie	1	0	0	1	0	0
Maidstone	14	1	0	15	1	0
Manitou Beach	6	0	0	6	0	0
Mankota	5	1	0	6	1	0
Manor	9	1	0	10	1	0
Maple Creek	51	4	0	55	4	0
Marcelin	1	0	0	1	0	0
Marchwell	0	1	0	1	1	0
Margo	1	2	0	3	5	0
Marsden	6	0	0	6	0	0
Marshall	3	0	0	3	0	0
Martensville	10	1	0	11	1	0
Maryfield	5	1	0	6	1	0
Maymont	1	1	0	2	1	0
McLean	1	0	0	1	0	0

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1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
McTaggart	1	0	0	1	0	0
Meadow Lake	80	6	0	86	6	0
Meath Park	3	0	0	3	0	0
Melfort	115	8	2	125	14	2
Melville	67	15	0	82	19	0
Mendham	2	0	0	2	0	0
Meota	3	0	0	3	0	0
Mervin	2	0	0	2	0	0
Midale	7	0	0	7	0	0
Middle Lake	4	0	0	4	0	0
Milden	1	0	0	1	0	0
Mildred	1	0	0	1	0	0
Milestone	4	0	1	5	2	1
Minton	3	0	0	3	0	0
Mistatim	1	0	0	1	0	0
Montmartre	9	1	0	10	1	0
Moose Jaw	1038	199	0	1237	276	0
Moosomin	40	7	0	47	12	0
Morse	8	0	0	8	0	0
Mortlach	1	0	0	1	0	0
Mossbank	7	0	0	7	0	0
Muenster	5	0	0	5	0	0
Naicam	12	1	0	13	1	0
Neilburg	5	2	0	7	2	0
Netherhill	1	0	0	1	0	0
Neudorf	7	0	0	7	0	0
Neville	1	0	0	1	0	0
Nipawin	130	19	0	149	26	0
Nokomis	3	0	0	3	0	0
Norquay	8	0	0	8	0	0
North Battleford	456	87	0	545	117	0
North Portal	1	0	0	1	0	0
Northside	1	0	0	1	0	0
Odessa	2	0	0	2	0	0
Ogema	5	0	0	5	0	0
Ormiston	1	0	0	1	0	0
Osier	2	0	0	2	0	0
Outlook	22	1	0	23	1	0
Oxbow	23	3	0	26	3	0
Paddockwood	3	0	0	3	0	0
Palliser Park	1	0	0	1	0	0
Pangman	1	0	0	1	0	0
Paradise Hill	8	0	0	8	0	0
Parkside	2	0	0	2	0	0
Pasqua	0	1	0	1	3	0
Pathlow	1	0	0	1	0	0
Paynton	4	0	0	4	0	0
Pelican Narrows	0	1	0	1	1	0
Pelly	3	0	0	3	0	0
Pennant	2	0	0	2	0	0
Pense	5	1	0	6	1	0
Perdue	3	2	0	5	2	0
Pierceland	10	0	0	10	0	0
Pilot Butte	5	1	0	6	3	0
Pinehouse	4	1	0	5	5	0
Plato	1	0	0	1	0	0
Plenty	6	0	0	6	0	0
Plunkett	2	0	0	2	0	0
Ponteix	7	0	0	7	0	0
Pontrillas	1	0	0	1	0	0
Porcupine Plain	10	1	0	11	1	0
Preeceville	22	2	0	24	2	0
Prelate	2	0	0	2	0	0

1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Prince Albert	727	138	3	868	187	5
Prud'Homme	1	0	0	1	0	0
Punnichy	6	0	0	6	0	0
Qu'Appelle	5	1	0	6	1	0
Quill Lake	10	0	0	10	0	0
Quinton	2	1	0	3	1	0
Rabbit Lake	1	0	0	1	0	0
Radisson	11	0	0	11	0	0
Radville	19	3	0	22	5	0
Raymore	11	1	0	12	1	0
Redvers	23	4	0	27	7	0
Regina	5622	1398	10	7030	1879	10
Regina Beach	10	2	0	12	4	0
Rhen	3	0	0	3	0	0
Richmond	2	1	0	3	1	0
Ridgedale	1	0	0	1	0	0
Riverhurst	1	0	0	1	0	0
Rocanville	10	0	0	10	0	0
Rockglen	4	3	0	7	4	0
Rose Valley	7	0	0	7	0	0
Rosetown	72	6	0	78	7	0
Rosthern	13	4	0	17	8	0
Rouleau	2	0	0	2	0	0
Saltcoats	5	1	0	6	1	0
Sandy Bay	6	0	0	6	0	0
Saskatchewan Beach	1	1	0	2	2	0
Saskatoon	6865	837	10	7712	1089	12
Sceptre	2	1	0	3	3	0
Scott	2	0	0	2	0	0
Sedley	3	0	0	3	0	0
Semans	5	0	0	5	0	0
Shackleton	1	0	0	1	0	0
Shaunavon	45	6	0	51	7	0
Sheho	2	0	0	2	0	0
Shell Lake	7	0	0	7	0	0
Shellbrook	14	3	0	17	4	0
Silver Park	1	0	0	1	0	0
Simpson	4	0	0	4	0	0
Sintaluta	6	0	0	6	0	0
Smeaton	3	1	0	4	1	0
Sonningdale	2	1	0	3	2	0
Southend	1	0	0	1	0	0
Southey	8	1	0	9	1	0
Sovereign	1	0	0	1	0	0
Spalding	6	0	0	6	0	0
Speers	1	0	0	1	0	0
Spiritwood	23	0	0	23	0	0
Spring Valley	1	0	0	1	0	0
Springside	1	0	0	1	0	0
Springwater	1	0	0	1	0	0
Spruce Home	0	1	0	1	2	0
Spy Hill	1	2	0	3	2	0
St Benedict	3	0	0	3	0	0
St Brieux	7	0	0	7	0	0
St Gregor	2	0	0	2	0	0
St Louis	4	2	0	6	2	0
St Walburg	6	0	0	6	0	0
Stanley Mission	1	1	0	2	1	0
Star City	15	3	0	18	3	0
Stewart Valley	1	0	0	1	0	0
Stockholm	5	0	0	5	0	0
Stornoway	1	0	0	1	0	0
Stoughton	10	1	0	11	1	0

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1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Strasbourg	4	0	1	5	0	2
Sturgis	10	0	0	10	0	0
Success	1	0	0	1	0	0
Swift Current	483	67	1	551	98	1
Sylvania	2	0	0	2	0	0
Tantallon	1	0	0	1	0	0
Tessier	1	0	0	1	0	0
Theodore	2	2	0	4	3	0
Thompson	1	0	0	1	0	0
Tisdale	73	5	0	78	6	0
Togo	3	0	0	3	0	0
Tompkins	7	0	0	7	0	0
Torquay	2	0	0	2	0	0
Tramping Lake	5	1	0	6	1	0
Trossachs	0	1	0	1	1	0
Tugaske	2	0	0	2	0	0
Turnor Lake	0	1	0	1	1	0
Turtleford	10	1	0	11	1	0
Unity	24	5	0	29	5	0
Uranium City	2	2	0	4	2	0
Val Marie	4	0	0	4	0	0
Vanguard	10	1	0	11	1	0
Vanscoy	6	1	0	7	2	0
Vibank	3	0	0	3	0	0
Viceroy	2	0	0	2	0	0
Viscount	5	0	0	5	0	0
Vonda	1	0	0	1	0	0
Wadena	28	1	0	29	1	0
Wakaw	7	0	0	7	0	0
Waldeck	1	0	0	1	0	0
Waldheim	3	1	0	4	1	0
Waldron	0	1	0	1	2	0
Wapella	7	1	0	8	1	0
Warman	21	4	0	25	6	0
Wartime	1	0	0	1	0	0
Waseca	4	0	0	4	0	0
Waskesiu	2	1	0	3	1	0
Watrous	25	2	0	27	3	0
Watson	7	0	0	7	0	0
Wawota	6	0	0	6	0	0
Weekes	1	0	0	1	0	0
Weirdale	1	0	0	1	0	0
Weldon	3	0	0	3	0	0
Welwyn	4	0	0	4	0	0
Weyakwin	0	1	0	1	1	0
Weyburn	214	32	0	246	36	0
White Bear	1	0	0	1	0	0
White Fox	3	0	0	3	0	0
Whitewood	14	3	0	17	3	0
Wilcox	5	0	0	5	0	0
Wilkie	25	5	0	30	8	0
Willow Bunch	2	1	0	3	1	0
Windthorst	3	0	0	3	0	0
Wiseton	2	1	0	3	1	0
Wishart	4	0	0	4	0	0
Wollaston Lake	2	0	0	2	0	0
Wolseley	8	1	0	9	1	0
Wymark	0	1	0	1	2	0
Wynyard	30	4	0	34	6	0
Yarbo	1	0	0	1	0	0
Yellow Creek	2	0	0	2	0	0
Yellow Grass	4	1	0	5	2	0
Yorkton	368	72	0	460	89	0

1984 Traffic Accident Statistics By Urban Community

Urban Community	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	No Injured	Number Killed
Young	5	0	0	5	0	0
Zealandia	2	0	0	2	0	0
Zenon Park	7	0	0	7	0	0
*Other Communities	4	0	0	4	0	0
Total	19841	3329	38	23208	4453	44

Listing of accidents by urban location is a feature of TAIS that provides a direct service to urban municipalities. This is the 6th year this data has been available. All reported accidents which occurred within the urban limits are shown.

The Traffic Accident Information System has a further feature that lists the details of all reported accidents of each town and city by location, such as specific intersections. This information and other summaries are provided directly to urban municipal offices and police departments.

Typical summaries provided annually are:

- The number and severity of accidents by month, day and hour of occurrence.
- The number and severity of accidents by road surface condition and the number by accident configuration and road surface condition.
- The major contributing factor and charges laid as a result of accidents by driver age groups.
- The types of vehicles involved by severity of the accident.
- The number of drivers, passengers, pedestrians and cyclists injured and killed by month.
- The number of drivers involved in accidents by age groups.

Quick Additional Facts on 1984 Urban Accidents

- 23,208 or 71.1% of all reported accidents occurred in urban areas
- 3,276 or 14% of these were single vehicle accidents
- 84% of the urban accidents occurred within the limits of Saskatchewan's 12 cities
- 64% of all urban accidents occurred in Saskatoon and Regina
- an average of 89 reportable traffic accidents occurred in Saskatchewan every day, 64 of which were in urban areas
- an average of 12 persons per day were injured as a result of an urban accident
- 44 people died in urban traffic accidents or an average of 1 every 8 days
- 390 urban accidents involved pedestrians
- 244 involved bicycles
- 429 involved motorcycles

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1984 Traffic Accident Statistics By Rural Municipality

Rural Municipality	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
001 Argyle	12	2	0	14	2	0
002 Mount Pleasant	21	0	0	21	0	0
003 Enniskillen	32	6	1	39	7	1
004 Coalfields	11	2	0	13	6	0
005 Estevan	13	7	0	20	12	0
006 Cambria	7	1	0	8	1	0
007 Souris Valley	5	1	0	6	2	0
008 Lake Alma	5	1	0	6	4	0
009 Surprise Valley	5	1	0	6	1	0
010 Happy Valley	4	0	0	4	0	0
011 Hart Butte	7	2	0	9	4	0
012 Poplar Valley	4	0	1	5	1	3
017 Val Marie	7	2	0	9	4	0
018 Lone Tree	4	0	0	4	0	0
019 Frontier	4	2	1	7	4	1
031 Storthoaks	16	0	0	16	0	0
032 Reciprocity	22	4	1	27	10	1
033 Moose Creek	19	4	0	23	8	0
034 Browning	27	6	0	33	12	0
035 Benson	9	1	0	10	1	0
036 Cymri	17	5	1	23	7	1
037 Lomond	12	2	0	14	2	0
038 Laurier	10	4	1	15	8	1
039 The Gap	4	2	0	6	4	0
040 Bengough	12	2	0	14	3	0
042 Willow Bunch	8	2	1	11	3	1
043 Old Post	8	3	0	11	5	0
044 Waverly	3	0	0	3	0	0
045 Mankota	2	1	0	3	2	0
046 Glen McPherson	0	1	0	1	1	0
049 White Valley	10	4	0	14	6	0
051 Reno	2	0	0	2	0	0
061 Antler	17	6	0	23	7	0
063 Moose Mountain	17	1	0	18	1	0
064 Brock	9	4	0	13	8	0
065 Tecumseh	5	0	0	5	0	0
066 Griffin	6	2	0	8	3	0
067 Weyburn	23	3	0	26	3	0
068 Brokenshell	0	1	0	1	1	0
069 Norton	1	1	0	2	1	0
070 Key West	5	1	0	6	1	0
071 Excel	4	3	1	8	5	1
072 Lake of the Rivers	11	2	0	13	2	0
073 Stonehenge	10	2	0	12	2	0
074 Wood River	6	1	0	7	2	0
075 Pinto Creek	5	2	1	8	2	1
076 Auvergne	4	2	0	6	3	0
077 Wise Creek	2	5	0	7	8	0
078 Grassy Creek	6	1	0	7	1	0
079 Arlington	4	3	0	7	3	0
091 Maryfield	6	1	0	7	1	0
092 Walpole	10	3	0	13	3	0
093 Wawken	12	3	0	15	6	0
094 Hazelwood	7	2	2	11	3	4
095 Golden West	8	0	0	8	0	0
096 Fillmore	8	1	0	9	1	0
097 Wellington	4	2	0	6	2	0
098 Scott	4	2	0	6	2	0
099 Caledonia	4	2	0	6	5	0
100 Elmsthorpe	9	1	0	10	1	0
101 Terrell	7	2	0	9	2	0
102 Lake Johnston	3	3	0	6	3	0
103 Sutton	4	1	0	5	1	0

1984 Traffic Accident Statistics By Rural Municipality

Rural Municipality		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
104	Gravelbourg	6	0	1	7	0	1
105	Glen Bain	5	3	0	8	4	0
106	Whiska Creek	5	1	0	6	3	0
107	Lac Pelletier	7	2	0	9	2	0
108	Bone Creek	6	0	0	6	0	0
109	Carmichael	11	1	0	12	2	0
110	Piapot	10	3	0	13	9	0
111	Maple Creek	15	5	0	20	9	0
121	Moosomin	12	6	0	18	10	0
122	Martin	9	5	0	14	9	0
123	Silverwood	9	5	0	14	6	0
124	Kingsley	10	4	0	14	8	0
125	Chester	13	5	0	18	12	0
126	Montmartre	16	5	0	21	9	0
127	Francis	12	4	0	16	5	0
128	Lajord	8	0	0	8	0	0
129	Bratt's Lake	3	2	0	5	2	0
130	Redburn	2	3	0	5	6	0
131	Baildon	5	5	1	11	9	1
132	Hillsborough	5	0	0	5	0	0
133	Rodgers	3	0	0	3	0	0
134	Shamrock	10	1	0	11	2	0
135	Lawtonia	5	1	0	6	1	0
136	Coulee	8	3	0	11	8	0
137	Swift Current	23	4	1	28	4	1
138	Webb	10	1	0	11	2	0
139	Gull Lake	13	2	0	15	5	0
141	Big Stick	5	0	0	5	0	0
142	Enterprise	9	4	1	14	7	1
151	Rocanville	19	2	0	21	3	0
152	Spy Hill	12	2	0	14	3	0
153	Willowdale	9	1	1	11	2	1
154	Elcapo	13	5	0	18	6	0
155	Wolseley	13	6	0	19	7	0
156	Indian Head	16	14	0	30	30	0
157	South Qu'Appelle	10	4	0	14	5	0
158	Edenwold	19	5	0	24	6	0
159	Sherwood	49	17	0	66	22	0
160	Pense	8	4	1	13	6	1
161	Moose Jaw	13	5	0	18	11	0
162	Caron	5	2	0	7	2	0
163	Wheatlands	4	3	0	7	8	0
164	Chaplin	5	3	0	8	4	0
165	Morse	8	2	0	10	2	0
166	Excelsior	11	6	0	17	8	0
167	Saskatchewan Landing	12	1	0	13	4	0
168	Riverside	16	2	0	18	3	0
169	Pittville	9	1	0	10	1	0
171	Fox Valley	4	3	1	8	4	1
181	Langenburg	13	5	0	18	7	0
183	Fertile Belt	27	9	0	36	12	0
184	Grayson	6	5	0	11	7	0
185	McLeod	10	1	0	11	1	0
186	Abernethy	8	3	0	11	4	0
187	North Qu'Appelle	12	7	0	19	12	0
189	Lumsden	23	8	0	31	12	0
190	Dufferin	8	5	0	13	9	0
191	Marquis	5	2	0	7	3	0
193	Eyebrook	6	0	0	6	0	0
194	Enfield	9	1	0	10	4	0
211	Churchbridge	10	2	0	12	3	0
213	Saltcoats	11	2	0	13	2	0
214	Cana	8	7	0	15	12	0

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1984 Traffic Accident Statistics By Rural Municipality

Rural Municipality		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
215 Stanley		5	3	0	8	4	0
216 Tullymet		7	2	0	9	2	0
217 Lipton		9	3	0	12	6	0
218 Cupar		6	6	1	13	10	1
219 Longlaketon		11	3	0	14	6	0
220 McKillop		6	0	0	6	0	0
221 Sarnia		10	2	0	12	5	0
222 Craik		10	5	0	15	7	0
223 Huron		6	2	0	8	2	0
224 Maple Bush		5	1	0	6	1	0
225 Canaan		4	2	1	7	3	1
226 Victory		8	4	0	12	8	0
228 Lacadena		6	3	0	9	4	0
229 Miry Creek		11	2	0	13	4	0
230 Clinworth		8	3	0	11	5	0
231 Happyland		8	2	0	10	2	0
232 Deer Forks		5	0	0	5	0	0
241 Calder		5	1	1	7	1	1
243 Wallace		15	3	0	18	5	0
244 Orkney		8	3	0	11	5	0
245 Garry		5	1	0	6	3	0
246 Ituna Bon Accord		8	3	0	11	6	0
247 Kellross		9	4	0	13	8	0
248 Touchwood		9	4	1	14	12	1
250 Last Mountain Valley		6	0	0	6	0	0
251 Big Arm		4	5	0	9	7	0
252 Arm River		5	2	0	7	4	0
253 Willner		3	3	0	6	4	0
254 Loreburn		9	0	2	11	1	2
255 Coteau		6	1	0	7	3	0
256 King George		5	2	0	7	4	0
257 Monet		4	2	0	6	2	0
259 Snipe Lake		12	4	0	16	8	0
260 Newcombe		6	3	0	9	6	0
261 Chesterfield		7	0	1	8	0	1
271 Cote		11	3	0	14	3	0
273 Sliding Hills		16	4	0	20	8	0
274 Good Lake		6	3	0	9	3	0
275 Insinger		8	0	1	9	2	1
276 Foam Lake		12	2	1	15	4	1
277 Emerald		11	5	0	16	7	0
278 Kutawa		7	3	0	10	3	0
279 Mount Hope		7	5	0	12	6	0
280 Wreford		3	3	0	6	3	0
281 Wood Creek		7	1	0	8	1	0
282 McCraney		6	2	0	8	2	0
283 Rosedale		10	0	0	10	0	0
284 Rudy		6	0	0	6	0	0
285 Fertile Valley		3	2	0	5	2	0
286 Mildren		3	0	0	3	0	0
287 St. Andrews		8	2	0	10	3	0
288 Pleasant Valley		10	3	0	13	5	0
290 Kindersley		15	6	1	22	7	1
292 Milton		4	0	0	4	0	0
301 St. Philips		3	0	0	3	0	0
303 Keys		8	3	0	11	3	0
304 Buchanan		6	2	1	9	4	2
305 Invermay		5	3	0	8	3	0
307 Elfros		12	1	0	13	1	0
308 Big Quill		8	7	0	15	10	0
309 Prairie Rose		4	0	0	4	0	0
310 Usborne		13	5	0	18	8	0
312 Morris		6	6	0	12	10	0

1984 Traffic Accident Statistics By Rural Municipality

Rural Municipality		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
313	Lost River	2	1	0	3	2	0
314	Dundurn	10	1	0	11	2	0
315	Montrose	5	0	0	5	0	0
316	Harris	7	1	0	8	2	0
317	Marriott	8	1	0	9	1	0
318	Mountain View	2	0	0	2	0	0
319	Winslow	9	4	0	13	4	0
320	Oakdale	17	1	1	19	1	1
321	Prairiedale	3	1	0	4	1	0
322	Antelope Park	6	0	0	6	0	0
331	Livingston	14	2	0	16	2	0
333	Clayton	13	3	1	17	5	1
334	Preeceville	18	4	1	23	8	2
335	Hazel Dell	8	0	0	8	0	0
336	Sasman	13	6	0	19	7	0
337	Lakeview	10	3	0	13	3	0
338	Lakeside	10	2	0	12	2	0
339	Leroy	7	3	1	11	6	1
340	Wolverine	9	2	1	12	4	1
341	Viscount	8	3	0	11	5	0
342	Colonsay	3	1	0	4	1	0
343	Blucher	9	5	1	15	9	1
344	Corman Park	76	27	3	106	34	4
345	Vanscoy	21	10	0	31	11	0
346	Perdue	5	2	0	7	2	0
347	Biggar	13	3	0	16	3	0
349	Grandview	5	2	0	7	2	0
350	Mariposa	3	2	0	5	3	0
351	Progress	6	5	0	11	5	0
352	Heart's Hill	9	3	0	12	6	0
366	Kelvington	16	5	0	21	11	0
367	Ponass Lake	8	3	0	11	7	0
368	Spalding	9	1	0	10	2	0
369	St. Peter	16	3	0	19	3	0
370	Humboldt	14	3	0	17	3	0
371	Bayne	4	3	0	7	4	0
372	Grant	8	2	0	10	4	0
373	Aberdeen	12	1	1	14	4	1
376	Eagle Creek	5	2	0	7	2	0
377	Glenside	5	0	0	5	0	0
378	Rosemount	2	1	0	3	2	0
379	Reford	6	2	0	8	6	0
380	Tramping Lake	5	2	0	7	3	0
381	Grass Lake	6	0	0	6	0	0
382	Eye Hill	10	4	1	15	8	1
394	Hudson Bay	13	3	0	16	5	0
395	Porcupine	21	5	0	26	10	0
397	Barrier Valley	14	4	1	19	15	2
398	Pleasantdale	13	5	1	19	7	1
399	Lake Lenore	11	1	0	12	1	0
400	Three Lakes	13	4	0	17	11	0
401	Hoodoo	18	5	1	24	8	1
402	Fish Creek	8	4	0	12	6	0
403	Rosthern	9	10	0	19	12	0
404	Laird	12	1	0	13	1	0
405	Great Bend	9	2	0	11	2	0
406	Mayfield	9	0	0	9	0	0
408	Prairie	10	3	0	13	3	0
409	Buffalo	10	1	0	11	1	0
410	Round Valley	6	3	0	9	4	0
411	Senlac	7	0	1	8	0	1
426	Bjorkdale	24	1	0	25	3	0
427	Tisdale	20	7	0	27	14	0

Section 12

1984 Traffic Accident Statistics By Rural Municipality

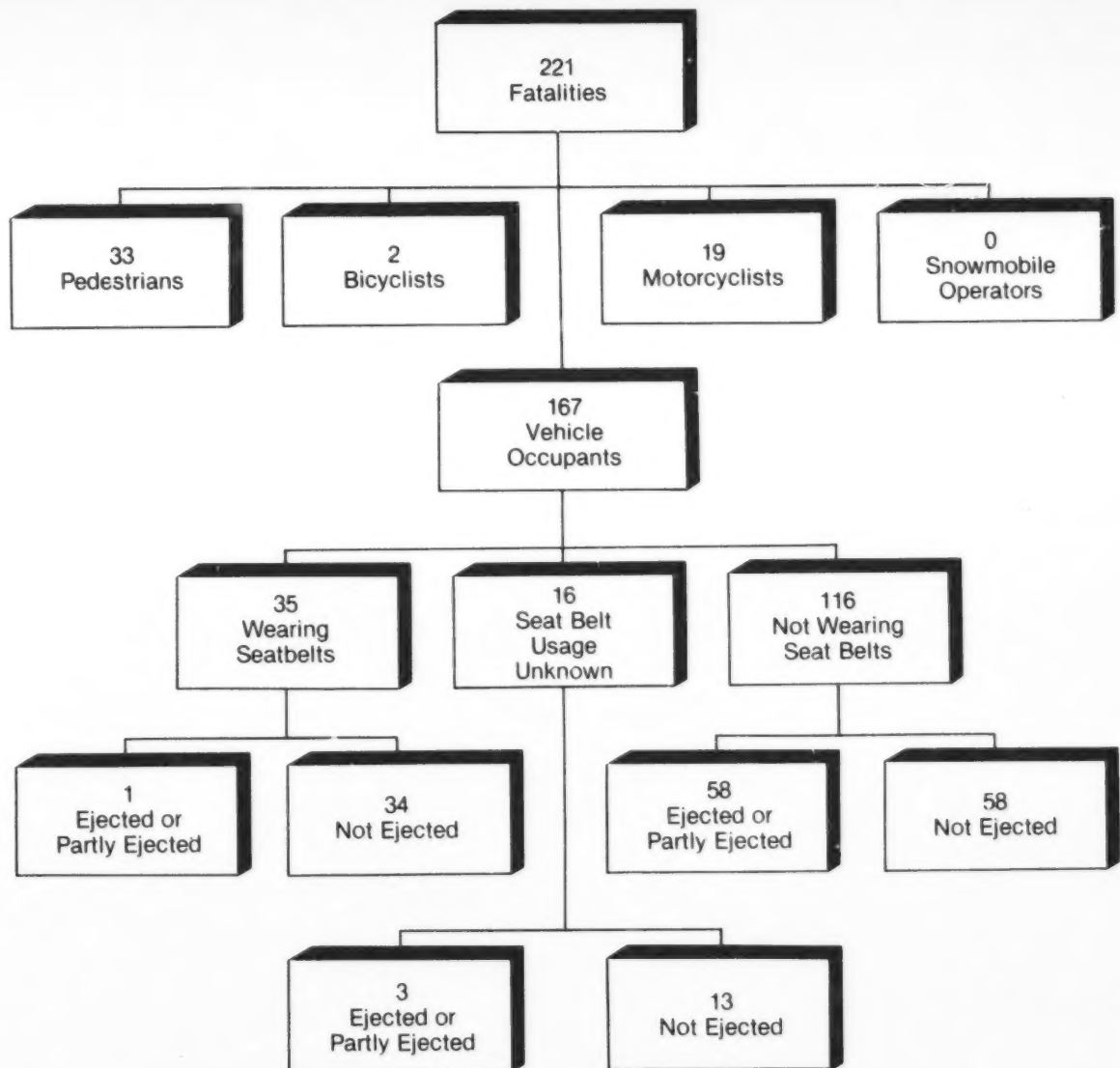
Rural Municipality	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
428 Star City	11	5	0	16	9	0
429 Flett's Springs	24	4	1	29	9	1
430 Invergordon	12	2	0	14	2	0
431 St. Louis	11	4	0	15	4	0
434 Blaine Lake	5	3	0	8	5	0
435 Redberry	17	7	0	24	10	0
436 Douglas	14	1	0	15	1	0
437 North Battleford	10	2	0	12	3	0
438 Battle River	11	1	1	13	1	1
439 Cut Knife	11	4	0	15	4	0
440 Hillsdale	9	2	1	12	5	1
442 Manitou Lake	16	2	0	18	2	0
456 Arborfield	7	2	0	9	3	0
457 Connaught	7	4	0	11	5	0
458 Willow Creek	9	4	0	13	6	0
459 Kinistino	10	7	0	17	8	0
460 Birch Hills	7	1	0	8	1	0
461 Prince Albert	12	4	0	16	5	0
463 Duck Lake	11	1	0	12	1	0
464 Leask	19	2	0	21	7	0
466 Meeting Lake	8	4	0	12	8	0
467 Round Hill	10	1	0	11	1	0
468 Meota	13	3	1	17	11	1
469 Turtle River	10	6	0	16	11	0
470 Paynton	11	4	0	15	7	0
471 Eldon	17	3	1	21	5	1
472 Wilton	28	7	0	35	9	0
486 Moose Range	18	6	0	24	10	0
487 Nipawin	23	2	0	25	3	0
488 Torch River	31	9	0	40	16	0
490 Garden River	8	1	0	9	1	0
491 Buckland	20	8	0	28	10	0
493 Shellbrook	18	3	1	22	7	1
494 Canwood	37	7	0	44	16	0
496 Spiritwood	27	8	1	36	22	1
497 Medstead	7	2	0	9	2	0
498 Parkdale	12	1	0	13	1	0
499 Mervin	21	3	0	24	3	0
501 Frenchman Butte	16	9	0	25	19	0
502 Britannia	33	9	0	42	12	0
520 Paddockwood	9	5	1	15	7	1
521 Lakeland	9	1	0	10	2	0
529 Greenfield	10	4	0	14	6	0
555 Big River	14	3	1	18	8	1
561 Loon Lake	15	6	0	21	11	0
588 Meadow Lake	34	9	0	43	11	0
622 Beaver River	20	5	0	25	8	0
Other*	14	0	0	14	0	0
Total	3,086	886	53	4,025	1,421	61

* Rural Municipality not stated.

With the inception of TAIS it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Development to embark on specific traffic safety programs.

In 1984, 4,025 accidents occurred on rural roads. This represents 12.3% of the total accidents in Saskatchewan.

1984 Fatalities Classification



1984 Fatal Accident Facts

- Of the 221 fatalities, 167 were vehicle occupants, 33 were pedestrians, 2 were bicyclists and 19 were motorcyclists (1 of which was the operator of an all-terrain vehicle)
- Of the 167 vehicle occupants killed, 104 were drivers, 59 were passengers and 4 remain unknown.
- 69.5% of the vehicle occupants killed were not wearing seatbelts and 37.1% were ejected from the vehicle.
- Alcohol was known to be involved in 39% of the accidents contributing to 86 fatalities.
- 159 or 72% of the fatalities were male victims, 62 or 28% were female.

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